THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. ST. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
H. B. M.'s Legation, Yedo, 20th July, 1861.
LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XV., N°. 719. SHANGHAI, SATURDAY, MAY 7, 1864. PRICE, TAELS 15 PER ANNUM.

INTIMATIONS.

In the Estate of J. P. DORE, Esq., R.N., *Deceased.*

ALL Persons indebted to the above Estate are requested to make immediate payment to the Undersigned, and those persons having claims against it must present the same for settlement accompanied with proper vouchers on or before the 15th day of May next.

G. W. J. SUTHERLAND, } *Executors.*
R.N.
GEO. J. W. COWIE,
14my 379 Shanghai, 12th March, 1864.

NOTICE.

WILLIAM HENRY PALMER of Shanghai, *Auctioneer and Commission Agent*, by deed dated the 2nd March, 1864, has transferred his estate and effects to WILLIAM KESWICK & JAMES DOW Esqs., both of Shanghai, In trust for his creditors, who shall execute the same within three months from the date thereof. And notice is also given that the Trustees receipts will alone discharge persons indebted to the Estate. Creditors will please forward particulars of claims, and debtors the amounts owing to the Estate to the Undersigned.

D. COOPER,
Solr. to the Trustees.
11ju 377 Shanghai, 10th March, 1864.

NOTICES OF FIRMS.

NOTICE.

MR. JOSEPH PERROTT BARNES is authorised to sign our firm in China per procuration.

HOLLIDAY WISE & Co.
30ju 420 Shanghai, 12th April, 1864.

NOTICE.

MR. J. BROADHURST TOOTAL has this day resigned the management of our business in Shanghai. Mr. WILLIAM RENE will from this date assume the control of our Shanghai Firm.

A. ELLISSEN & Co.
30ju 421 China, 30th April, 1864

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

THE interest and responsibility of the late Mr. THOMAS MONCREIFF in our Firm ceased on the 22nd December last.

GEO. BARNET & Co.
22oc 413 Shanghai, 18th April, 1864.

NOTICE.

MR. ELLIS ELIAS is authorised to sign our Firm in Yokohama from the 9th April, 1864.

GEO. BARNET & Co.
tf 414 Shanghai, 20th April, 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

WE have this day established ourselves in Business at Shanghai, Kiukiang, and Chinkiang.—*as Commission Agents & Public Tea and Silk Inspectors.*

NICHOL LATIMER.
ARCHIBALD J. LITTLE.
JOHN NUTT.

At Shanghai the style of our firm is NICHOL LATIMER & Co.
At Kiukiang and Chinkiang LATIMER LITTLE & Co.

With reference to the above the Business heretofore conducted at Kiukiang under the style of ARCHIBALD LITTLE & Co. will henceforth be carried on under the firm and style of LATIMER LITTLE & Co.

ARCHIBALD LITTLE & Co.
tf 326 Shanghai, 1st January, 1864.

NOTICE.

OUR Business will, from this date, be carried on under the style of PETROCOCHINO & Co.

RODOCANACHI & Co.
Shanghai, 10th April, 1864.

THE Business hitherto carried on by Messrs. RODOCANACHI & Co., will be continued by the Undersigned, under the Firm and Style of PETROCOCHINO & Co.

N. PETROCOCHINO.
P. E. PETROCOCHINO.

Hong Name 瑞昌 *Se-chan.*
16my 409 Shanghai, 10th April, 1864.

NOTICE.

MR. THOS. W. STILLMAN is authorized to sign our Firm.

H. FOGG & Co.
tf 227 Shanghai, 17th August, 1863.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICES OF FIRMS.

NOTICE.

WE have established at this Port a branch of our Nagasaki firm.

GLOVER & Co.

Temporary Office at Messrs. Fletcher & Co.'s old offices, opposite Hall & Holtz.

Hong name 軋拉佛—*Ka-lo-fu.*
16jy 407 Shanghai, 11th April, 1864.

NOTICE.

THE Interest and Responsibility of Mr. JOHN WISE, in the Firm of FARBRIDGE HOLLIDAY & Co., Manchester, and in our Houses in China, ceased on the 31st December, 1863.

HOLLIDAY WISE & Co.
21my 366 Shanghai, 19th Feb., 1864.

NOTICE.

I have this day established myself as *Public Silk Inspector & Commission Agent*, under the Style or Firm of WALLER & Co.

Temporary Office adjoining Messrs. THORNE & Co.'s Godowns, opposite Messrs. OLYPHANT & Co., Kwang-se Road.

Hong Name
Wha Tai 華泰
WM. WALLER.
2jy 332 Shanghai, 1st Jan., 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.
tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

MR. HENRY HUBBARD has been admitted a Partner in our Firm.

DENT & Co.
11ju 374 Shanghai, 12th March, 1864.

NOTICE.

MR. WILLIAM REME is duly authorized to sign our Firm per procuration in China.

A. ELLISSEN & Co.
25ju 383 Shanghai, 26th Mar., 1864.

NOTICE.

MR. EDWARD CHARLES ESSEX is hereby authorized to sign our Firm in China from this date.

GEO. BARNET & Co.
tf 369 Shanghai, 3rd March, 1864.

NOTICE.

MR. H. ADOLPHUS OVERWEG is this day admitted a Partner in our Firm in China and Japan, and Mr. ANTON CORNET has been duly authorized to sign our Firm per procuration from this date.

OVERWEG & Co.
14my 288 Shanghai, 12th Nov., 1864.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI WOOD & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.

THE Interest and Responsibility of Mr. JACOB WHITT in our Firm expired on the 24th day of November, 1863.

E. AURBACH & Co.
tf 350 Ningpo, 23rd Jan., 1864.

NOTICE.

THE Business of the Undersigned will hereafter be carried on by their Successors Messrs. TRAUTMANN & Co., who have taken over their Assets and Liabilities.

HARKORT & Co.
Shanghai, 30th May, 1863.

THE Business hitherto carried on by Messrs. HARKORT & Co., will be continued by the Undersigned, under the Firm of TRAUTMANN & Co., they having taken over all Assets and Liabilities of their Predecessors.

JOHANN FRIEDRICH HEINRICH TRAUTMANN.
FREDERICK HORSEN BLOCK.
AUGUST WIETERS.
6ju-64 144 Shanghai, 1st June, 1863.

NOTICE.

WE have established a Branch of our Firm at this Port under the direction of our Mr. C. W. M. HUDSON.

CRAVEN WILSON & Co.,
of Hankow.
tf 104 Chinkiang, 20th April, 1863.

NOTICE.

I have this day established myself at this Port as *General Agent, and Commission Merchant.*

JOHNSTONE SMITH.
tf 114 Chinkiang, 1st May, 1863.

NOTICE.

THE Undersigned has *this-day* Established himself in business at Hankow under the Style and Firm of INNES & Co.

JAMES INNES.
tf 160 Hankow, 1st July, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICES OF FIRMS.

NOTICE.

WE beg to give notice that we have established a branch of our Firm at Yokohama, Japan.

Mr. RICHARD B. SMITH, Mr. JESSE S. BLYDENBURGH and Mr. COLGATE BAKER are duly authorized to sign the same per procuration.

SMITH, ARCHER & Co.
10se 375 Hongkong, 12th Feb., 1864.

NOTICE.

THE Business of the Undersigned will be carried on from this date under the firm and style of SCHÖTTLER & Co.

G. SCHÖTTLER.
9jy 402 Newchwang, 1st Jan., 1864.

NOTICE.

WE have this day established ourselves at this Port as *General Merchants and Commission Agents* under the Style of WILSON, CORNABÉ & Co.

JAMES WILSON,
W. A. CORNABÉ.
16jy 344 Chefoo, 9th Jan., 1864.

NOTICE.

MR. WILLIAM FORBES is authorized to sign my name per procuration from this date.

J. LIVINGSTON.
7my 401 Tientsin, 30th March, 1864.

NOTICE.

THE Interest and Responsibility of Mr. ALFRED WILKINSON in our Firm ceased on the 31st December, 1863.

Mr. HENRY DICKINSON was admitted a Partner on 1st January, 1864.

ALFRED WILKINSON & Co.
2jy 392 China, 2nd April, 1864.

NOTICE.

WE have established ourselves at this Port as *Silk Inspectors, General Commission Agents, and Merchants*, under the style and firm of WILKIN & ROBISON.

ALFRED JOHN WILKIN.
RICHARD DURANT ROBISON.
28my 368 Yokohama, 6th Feb., 1864.

NOTICE.

MR. JAMES BANKS TAYLOR was admitted a Partner in our Firm on the 1st January last.

SMITH ARCHER & Co.
24se 385 Hongkong, 26th Mar., 1864.

NOTICE.

MR. JOHN STEWARD LAPRAIK is authorised to sign my name per procuration from this date.

D. LAPRAIK.
25ju 408 Hongkong, 1st April, 1864.

NOTICE.

THE Interest and Responsibility of Mr. LUDWIG WIESE in our Firm ceased on the 31st of December last.

Our Firm now consists of GEORG THEODOR SIEMSSEN, residing at Hamburg, WOLDEMAR NISSEN, RUDOLPH HEISSEN, GEORG WILHELM SCHWEMANN, FRIEDRICH ADOLPH JOOST and EMIL BRUNCKOW.

SIEMSSEN & Co.
24se 383 China, 26th March, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Auctioneers & Commission Merchants* under the Style of BALLARD & HOGG.

H. A. BALLARD,
THOMAS HOGG.
tf 349 Yokohama, Japan, 1st Jan., 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED"
tf 218 Hongkong, 1st August, 1863.

NOTICE.

MR DAVID EASTWOOD will sign our firm per procuration from this date.

PLATT & Co.
17ju 314 Tien-tsin, 16th Dec., 1863.

NOTICE.

MR. JAMES CAMPBELL FRASER is authorized to sign our Firm per procuration.

ROSS BARBER & Co.
tf 196 Yokohama, 28th July, 1863.

NOTICE.

MR. CHARLES WILLIAM MATTHEW HUDSON is admitted a Partner in our Firm.

CRAVEN WILSON & Co.
tf Hankow, 1st July, 1862.

JOHN POOK,
Commission Agent
40, LIME STREET,
LONDON.
tf *E. C.*

INSURANCES.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £16,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 1st January, 1864.

INSURANCES.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. JOHN STEWART MACKINTOSH has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. WM. LEMANN will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. GILMAN & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro. tem.
tf 422 Shanghai, 25th April, 1864.

The Commercial Union.
ASSURANCE COMPANY.
19, CORNHILL, LONDON, E. C.

Completely Registered pursuant to Act 7 and 8 Vict. cap. 110.

CAPITAL, £ 2,500,000.

DIRECTORS.

HENRY WILLIAM PEEK, Esq (Peek Brothers & Co.) *Chairman.*
H. TROWER, Esq., (Trowers and Lawson), *Deputy-Chairman*
JEREMIAH COLMAN, Esq., (J. and J. Colman,)
CHARLES CURLING, Esq., (C. Curling & Co.)
EDWIN FOX, (Halliday, Fox and Co.)
NEHEMIAH GRIFFITHS, Esq., (N. Griffiths, Tate and Fisher.)
SAMUEL HANSON, Esq. (Samuel Hanson and Son.)
FREDERICK WILLIAM HARRIS, Esq. (Dixon and Harris.)
SMITH HARRISON, Esq. (Harrisons and Crosfield.)
DAVID HART, Esq., (Lemon Hart and Son.)
FRANCIS HICKS, Esq. (Thomas and Francis Hicks.
JOHN HODGSON, Esq. (Grant, Hodgson & Co.
JOHN HUMPHERY, Jun., (Humphery and Son.
MOSS JOSHUA, Esq. (Joshua Brothers and Co.
WILLIAM LEASK, Esq., Eastcheap.
ANDREW LUSK, Esq. (A. Lusk and Co.)
ALEXANDER SIM, Esq. (Churchill & Sim.)
JOHN ROBERT THOMSON, Jun., Esq. (J. R. Thomson and Co.
JOHN KEMP WELCH, Esq. (Orlando Jones and Co.
Manager of Fire Department—Henry Thomson.
Actuary—W. P. Pattison.

SOLICITORS.

Messrs. THOMAS and HOLLAMS, Mincing Lane.
Bankers.—THE LONDON AND COUNTY BANK.
Secretary.—HENRY GHIAN.
Agents in Shanghai—Blain, Tate & Co.

THE Undersigned having been appointed Agents for "*The Commercial Union Assurance Company*" are prepared to grant Insurance against Fire on the usual terms, to the extent of £5,000 on any one Building or on its contents.

In the case of two or more Buildings adjoining but in which the walls are substantially built and carried through the roof, a sum of £4,000 can be granted on each.

Insurances can be effected on *Shipping* and also on *Goods* on board the same

For further particulars apply to

BLAIN, TATE & Co.
27ju-64 121 Shanghai, 15th May, 1863.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

OR MANCHESTER AND LONDON.
Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. HOLLIDAY, WISE & Co. as Agents for this Company at Hongkong, Shanghai, Canton Hankow, and Foochow; who are prepared to grant Insurance at current rates, and of whom all needful information may be obtained.

By order of the Board,
JAS. B. NORTHCOTT,
Secretary.
tf 319 Shanghai, 24th Dec., 1864.

NOTICE.

IS hereby given, that the Undersigned have been appointed Agents at Shanghai for the Marine Insurance Companies of Hamburg.

WM. PUSTAU & Co.
21my 395 Shanghai, 2nd April, 1864.

ANZEIGE.

WECHSEL auf die *Nord Deutsche Bank* und auf die *Vereins Bank* in Hamburg in beliebigen Sichten und Summen sind zu haben bei.

WM. PUSTAU & Co.
2jy 396 Shanghai, 2nd April, 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.

Paid up Capital Taels 200,000.

DIRECTORS.

F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
DAVID REID, Esq., (Messrs. Reid & Co.)

AGENCIES are about to be established at the several Ports in China and Japan.

Applications for Shares will be received by the Undersigned.

The Company will be ready to accept risks and grant Policies from the 1st January, 1864.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Dec., 1864.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING. INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of FRED'K M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.

LONDON.
Established in 1710.

Managers:

WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P,
The Hon. P. PLEYDELL BOUVERIE.
HARRY HISTED, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WRAGE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICH, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. G. OKOR THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

NOTICE.

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.

CRAVEN WILSON & Co.
tf 160 Chinkiang, 17th June, 1863.

保險公所

啟者本行現在鎮江作爲保險公所經理之人可保火輪船并火輪船拖帶小船等隻免受驚災如有驚者照數償還如有人欲保險者請至本行面議可也此佈

天青洋行啟

NEW ADVERTISEMENTS.

In the Estate of JOHN D. MORTON, *deceased.*

ALL persons indebted to the above Estate, are requested to make immediate payment to the Undersigned, and all claims against the same must be presented with proper vouchers on or before the 30th June next.

H. LEIGHTON,
Executor.

25ju 423 Shanghai, 7th May, 1864.

NOTICE.

THE interest and responsibility of Mr. FREDERICK WILLIAM LAURENCE in our firm ceased on 30th ultimo.

Mr. SAMUEL HUBBARD CLARKE is this day admitted as partner.

Mr. GEORGE RICHARD LAURENCE is authorised to sign our firm.

BULL, PURDON & Co.

4ju 424 China, May 1st, 1864

NOTICE.

THE interest and responsibility of the late WILLIAM HENRY GREEN in our firm ceased on 4th August 1863.

GILMAN & Co.

6aug 425 China, May 1st, 1864.

NOTICE.

MR. EDMUND HENRY LAVERS is this day admitted a partner in our firm.

GILMAN & Co.

6aug 426 China, May 1st, 1864.

NOTICE.

THE interest and responsibility of Mr. ROBERT REID in our firm ceased on the 30th ultimo, and Mr. LUDOVIC GRANT DUNLOP was admitted a partner on the 1st instant.

The partnership now consists of
JAMES WORTHINGTON.
WILLIAM SETON BROWN.
LUDOVIC GRANT DUNLOP.

BIRLEY, WORTHINGTON & Co.

21may 427 Shanghai, 7th May, 1864.

FOR SALE.

TWO Steam Propeller Boats, best adapted for Shanghai of any, yet built. They are 160 Tons each, with low pressure Engines, double Propellers; each propeller being worked by separate Engines. Cylinders 22 inches in diameter. Price of each, deliverable in China, Tls. 80,000.

The Undersigned will execute any orders connected with steam boat building, that may be addressed to him.

Capt. DANIEL CAVANAGH,
East Lexington, Massachusetts.

6aug 428 May 7th, 1864.

GABRIEL,
THE TEETH.

A Very comprehensive little treatise on the teeth has just been forwarded to us by the well-known dentists Messrs. GABRIEL. Adopting the language of the preface, we may say that in this somewhat pretentious age, at a time when publications of this kind are numerous, a short, unassuming treatise, emanating from a firm of long standing, but that which is immediately to the purpose, will not, we believe, prove unacceptable. The little work contains many valuable hints which will be found eminently useful for the alleviation of the miseries of toothache, until the more substantial aid of the professed dentists can be procured. *Extract from "Cumberland Pacquet," 2nd January, 1864.—As may be seen by our advertising columns, Messrs. Gabriel supply artificial teeth and gums on their patented system, irrespective of distance or climate.*

28my

Royal Olympic Theatre.

COMPLIMENTARY BENEFIT TO
MAJOR PEGUS.

MONDAY EVENING, 9th MAY, 1864.

Will be represented (by desire) the celebrated Comedy of
"NATURE & PHILOSOPHY,"
on
"EIGHTEEN YEARS LABOUR LOST."

Brother Phillip.....Major Pegus.
Renaldo.....C. R. Taylor.
Colin, (a youth who never saw a woman).....Mrs. C. R. Taylor.
Elina.....Mrs. E. Yeamans.
Gertrude.....Mr. E. Yeamans.

Fancy Dance.....Mrs. E. Yeamans.
Comic Song.....Mrs. Taylor.
Song and Dance.....C. R. Taylor.
Comic Song.....Mrs. E. Yeamans.
Overture.....Orchestra.
Fancy Dance.....Mrs. E. Yeamans.

The whole to conclude with the Royal Shanghai Ballet d' Action, entitled
"LOVE LAUGHS AT LOCKSMITHS."

Robin, (a Pedlar).....Mrs C. R. Taylor.
Julia.....Mrs. E. Yeamans.
Dame Durden.....Mr. E. Yeamans.
Paddy Durden.....C. R. Taylor,

Doors open at 7.30 P.M., Performance to commence at 8.30 P.M. precisely.

PRICES OF ADMISSION.
Dress Circle - - - 3 Dollars.
Second do. - - - 2 Dollars.

9my 8953 Shanghai, 7th May, 1864.

MISCELLANEOUS INTELLIGENCE

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hong-qua.

LATEST DATES.

England.....	Mar. 17	Hankow.....	May 1
Hongkong.....	May 2	Nagasaki.....	May 2
Yeddo.....	April 18	Kanagawa.....	April 22

Latest dates in England from China,—
Hongkong .. May 2 { Received via Marseilles
Shanghai .. Jan.17 { March 6th.

OPIUM QUOTATIONS
For the week ending May 6th, 1864.

April.	Malwa New Tls.	Malwa Old Tls.	Patna New Tls.	Patna Old Tls.
30.	520 a 525		420	430
May.				
2.	535 a 540		410	425
3.	540.....	.....	405 a 410	..420 a 425
4.	540.....	.....	425	410
5.	540 a 545		419	420
6.	540 a 545		425	410

LATEST SHIPPING INTELLIGENCE

ARRIVALS.—May 5th, *Thomas Bell*, Gruylear, (Br. sh.) from Calcutta; *Garland*, Carter, (Am. sch.) from Put back; *Pudsey Dawson*, Barker, (Br. sh.) from Cardiff; *Emily Banning*,——(Am. baq.) from San Francisco; *Uranus*,——(Ham. baq.) ——*Salacia*, Johnson, (Br. baq.) from Swatow; *Phillippine*, Sanderson, (Br. baq.) from Hakodadi; *Shelburne*,——(Br. baq.) ——*Mandarin*, Bissen, (Br. str.) from Ningpo; *Annette*, Jones, (Br. str.) from Nagasaki; *Whampoa*, Batten, (Br. str.) from Ningpo.

DEPARTURE.—*Syrian*, Fullerton, (Br. baq.) for Nagasaki; 6th, *Fusi-Yama*, McQueen, (Br. str.) for Hankow & Ports; *Sze-chuen*, Spencer, (Am. str.) for Hankow & Ports; *Pho-kien*, Johnson, (Br. str.) for Hongkong; *Natal*, Spence, (Br. sch.) for Yokohama.

PASSENGERS

ARRIVED.—Per H. M. S. "*Ospray*" from Nagasaki, Mr. Myberg. Per H M str. "*Narvnez*," from Manila, Spanish Ambassador. Per str "*Nepaul*," from Yokohama, Messrs. Ed. Fisher, W. Bate, L. Wiese, W. Brennan, Howie, and Lutgens.

DEPARTEDS.—Per P. & O. Co's str. "*Pekin*" for Hongkong, Captain Soames, H. B. Gibb, D. Cursetjee, Mrs. Crane, Captain and Mrs. Warden, Mrs. Weyett, W. H. Rennie, Brudie, R.N., Lieut. Zonge. 29 B. N. I., Mr. and Mrs. Greig, Mrs. Pollard, and Miss Broxholme. Per str. *Azof*, for Hongkong, Messrs. Noble, Rehhoff and Backus.

THE P. & O. Co.'s steamer with the Mail for Europe, &c., is appointed to leave on Monday, the 23rd proximo.

THE London Mail of 26th March, due in Hongkong on the 10th May, and here on the 15th. It was received last year on the 13th May, per *Pekin*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI SATURDAY, MAY 7, 1864

WE published last week, the reply of the Hongkong Chamber of Commerce to the accusations of smuggling brought by Mr. Lay against the foreign merchants in China; and to-day extract a few of the instances mentioned by him in his accusatory letter, together with their refutation by the Shanghai Chamber of Commerce. Although it is hardly likely that any person credited Mr. Lay's assertions, it is as well that, by the publication of the accusations and the reply, side by side, all possible doubt should be removed. After perusal of both, we imagine that most of our readers will concur with the Hongkong Chamber of Commerce, in thinking that the "personal rancour against the commercial body, generally displayed in Mr. Lay's letter, is so remarkable, as to lead irresistibly to the conclusion that it was never meant by its author for the public eye." Had it been otherwise, it is difficult to conceive that a gentleman of Mr. Lay's intelligence should have committed to paper, accusations so evidently worded with a view to place the offence in the worst possible light, while every explanatory circumstance is carefully excluded. The appearance of conciseness and off-handedness which they bear, is calculated to convey the impression that the instances in point had been hastily selected from a heap of similar ones, and that any enlargement on the cases would rather aggravate than extenuate the guilt. But it becomes evident, from the categorical reply of the Shanghai merchants, that any attempt at particularisation would have completely changed the purport of the sentences. It is easy to state, as in the case of the *Hellespont*, that the "vessel transhipped her entire cargo twelve miles from the anchorage for loading and discharging, and then sailed out of port." Persons unacquainted with the circumstances or with the the parties concerned, would naturally infer a gross case of wholesale smuggling. But the affair assumes a very different aspect, when it is explained that the vessel into which the cargo was transhipped brought it to Shanghai, and that the owners themselves were the first to inform the Custom House of what had been done, and to tender the duties payable. No doubt the transaction was hardly regular, but it certainly does not sustain an accusation of systematic smuggling. The most important accusation of the whole, however, is that brought against Messrs. Lindsay & Co. and Messrs. Blenkin Rawson & Co. in the case of the *Emily Anniva*. The smuggling here was undeniable, and when it is stated that the whole cargo was confiscated, the inference is natural that no explanation was forthcoming or even possible. Mr. Lay, however, must have been either singularly ignorant of the circumstances, or have allowed his apparently innate belief in the laxity of British merchants to overcome his natural caution, when allowing such a statement to go forth to the world, without the explanation that the firms in question were ignorant of the offence, and that the employés who were the real culprits were suitably punished. It is to be regretted that, in this instance as in others, the letter of the Chamber does not more fully enter into particulars. It would have been well if, instead of barely mentioning the fact that the transaction was effected by clerks, they had explained, as Messrs. Lindsay have done, that the senior assistant was discharged, and that the junior was allowed to retain his position, only on account of his youth, and his evident repentance of his fault. Mr. Lay alone can explain whether the *suppressio veri*, which in itself is a *suggestio falsi*, arose from ignorance of the real facts of the case.

But the foreign merchants are not the only enemies whom Mr. Lay has contrived to raise during his stay in China. His Chinese employers, as will be seen by the dispatch from Prince Kung to Sir F. Bruce which we to-day publish, have also cause of complaint against him. This despatch contains in itself a complete explanation of the failure of Captain Osborne's expedition, and convicts Mr. Lay of exceeding the instructions which he held from the Chinese government, to such an unpardonable extent, that the correspondence relating to his dismissal, which appeared in a former issue, assumes a singularly temperate character after its perusal. Prince Kung's explanation is complete, and his arguments are incontestible. If Mr. Lay stipulations, that he should be the sole medium through whom orders should be conveyed to Captain Osborn, and that he should be allowed to decline to transmit such orders as he disapproved, had been acceded to, the result would be, as Prince Kung says, that "China," at least in so far as the management of its fleet was concerned, "would be placed completely in Mr. Lay's hands." And, as His Highness naively adds, "no such intention as this" was contemplated by the Chinese; although Mr. Lay and Captain Osborn may have anticipated, as they announced in England, that they would acquire a preponderating influence in the government. On the whole, we think most persons will agree in the opinion of Sir Frederick Bruce, expressed at the conclusion of the controversy, that the "Chinese government was not open to the charge of bad faith, as the conditions they were called upon to ratify were not such as the authority given to Mr. Lay entitled him to assent to in their name."

WE are glad to see that the important question of the shoaling of the river has attracted the attention of the Council; and trust that they, in conjunction with the Treaty Consuls, will be able to devise some means to check the rapid deterioration of the channel which is at present taking place. The state of the river does in fact demand serious attention. Owing to faulty construction of the jetties; the bunding of Pootung point; the sunken junk on the same spot, and various other causes, the channel is narrowing so rapidly that, if it continue at the same rate, it will, in the course of a few years, become almost impracticable for merchant vessels. The most serious deterioration has taken place between Pootung point and the British Consulate. The width of the channel last year between these two points, from low water mark to low water mark, was 2,200 ft.; at present it is 1,900, it having contracted 300 feet in one year. The principal accumulation of deposit has been on the Pootung bank, which has advanced no less than 200 feet during the past eleven months. It is obvious that, if this rapid contraction of the channel continue, the strength of the current and the strength of the *chow-chow* water will both increase to such an extent, that it will be difficult and dangerous for vessels to ascend the river; and the port of Shanghai will become virtually closed. More than eighteen months ago, the Harbour Master drew the attention of the Municipal Council to the question of jetties, in a letter which was subsequently published in this journal, and urged the necessity for constructing them on some uniform principle. At present, they are of unequal height and length, and consequently attract unequal deposits of mud. When a jetty is longer than its neighbour it soon causes a deposit which necessitates the lengthening of the latter also. This, with a view to lengthening it once for all, is carried out farther than the former; and, consequently, soon places the first jetty at the same disadvantage in which it had been placed itself. The same principle applies to all, and it is evident that the alternate lengthening of one and all may be carried on, until the bank is advanced half way across the present channel, and the current has become so rapid, by confinement, that it can carry the deposit with it past existing obstacles. In the letter to which we have alluded, the Harbour Master suggested that iron screw piles, with screw connecting plates, should be used instead of the present clumsy wooden posts, which, offering a large surface to the water, necessarily attract a much larger deposit, and check the flow of water, which would be comparatively little impeded by the more slender and more durable iron piles. No notice was taken of the suggestion, which involved economy among its other advantages, and the old method has been persisted in—with what results is apparent to every one. The French Municipal Council have appreciated the grave nature of this question, and compel persons who wish to construct jetties to make them all of a similar length and size; so that the deposit shall accumulate equally, and it will be at length possible, by planking over the interstices, to construct a wharf with a deep water frontage, alongside of which vessels will be able to come to load and discharge cargo. We suggest therefore to the Municipal Council, whether, though they are unable to remedy past deterioration of the channel, it does not lie in their power to check it in future, by insisting that every jetty that is constructed shall be made of iron screw piles, and that all shall be of proportionate length. At the recent meeting of Land Renters, Sir Harry Parkes made an announcement which, from one point of view, was considered very satisfactory, namely, that government had consented to the bunding of the mud bank in front of the British Consulate, with a view to its being converted into a public promenade. But it may be doubted whether the government could have made any concession which, in reality, will prove more disadvantageous to the community, if the project be carried into effect. That mud bank is caused by the accumulation of deposit from the Soochow creek and from the river, and is gradually rising. It cannot be argued that either the creek or the river will cease to bring down deposit, or that deposit will not accumulate at some given spot. The natural consequence then, of carrying the bund out to low water mark, opposite the British consulate, as proposed, will be to cause the formation of another bank beyond that limit which, in time, will stretch as far beyond the bund as the present one: go far to choke up the entrance to the Soochow creek, and to meet the advance of the Pootung shore. The results from bunding the latter afford a practical illustration of our argument. The mud which used to accumulate on the part bunded, is now forming a fresh bank beyond it, and the consequence has been the narrowing of the channel 200 feet. The state of the river is a subject involving so many questions of interest that it cannot be adequately discussed within the limits of a single article; but we shall return to it on a future occasion.

Summary of the Week.

EXTRACTS will be found in another column from the Report of the French Municipal Council. The expenditure for the past year amounted to Tls. 101,000, and the receipts to Tls. 103,000. The cost of a fine building which has been erected for the accomodation of the Municipality, is included in the former sum, so that the Council are able to announce a reduction of 25 per cent in the taxation for 1863-5; at the same time that they purpose to raise the police force to 70 men and to employ a paid Secretary. The extension of the bund to low water mark is suggested, and the construction of wharves having deep water frontage, alongside of which vessels will be able to lie, to receive and discharge cargo.

A man named Harten has been tried at the Prussian Consulate, on a charge, preferred by the Commissioner of Customs, of dealing in arms with the rebels. Harten was a tide-waiter at Tong-kadoo. Early in February he took three weeks leave of absence, in order, according to his own account, to go to Ningpo; but, according to the evidence for the prosecution, to visit the rebel country with a cargo of arms. The principal witnesses against him were two men who are now undergoing imprisonment in the English consular gaol, for an offence similar to that charged against Harten. The latter was, according to their account, in their confidence, and took advantage of the fact to inform against them. The Prussian Consular Court dismissed the case, on the assumption that the evidence of the witnesses for the prosecution was not worthy of credit.

A theatrical performance was given on Wednesday evening, on board H. M. S. *Leopard*, by the sailors of that vessel, at which a number of persons were present. The entertainment was very successful.

Gordon has sustained a severe reverse before Chang-chow, involving a loss of 300 men and 27 officers killed and wounded. He arrived before that city on the 14th ulto., and found about 30,000 Imperialists encamped before it. With their aid, he rapidly carried all the outworks which remained in the hands of the rebels, and had, by the 27th, made a practicable breach in the city wall. The Imperialists had attempted to storm on the previous day, but had failed through some shortcoming in the bridges which, however, was afterwards remedied; and it was arranged that another asssult should be made by the latter and the disciplined troops, simultaneously, at different spots. On advancing to the attack, however, it was found that the bridges had mysteriously disappeared during the night; the Imperialists were, consequently, unable to cross the creek, and the defenders were able to concentrate their whole force to oppose Gordon's troops, who, after a severe struggle, were driven back in confusion. The Imperialists having replaced their bridges, a second assault was made on two opposite sides of the city, simultaneously, in the afternoon; but the fire of the defenders was so heavy that the mandarin troops could not be induced to mount the breach, and the brunt of the fight again fell on Gordon's men. The latter succeeded in gaining the top of the wall, and maintained a desperate struggle for about twenty minutes. The rebels, however, detended themselves with the fury of despair, and at the end of that time, despite the exertions of their officers, the stormers allowed themselves to be driven back to the foot of the breach, and the assault had to be abandoned. The loss of the rebels was also very heavy, the dead are said to have lain in heaps around the breach. Gordon retains his position before the city, and intends, we believe, to sap the walls.

We learn from Ningpo that the Chekeang authorities contemplate reducing the disciplined contingents in that province, and have discharged the Cantonese gun-boats which were employed at the siege of Hangchow. Thus, while they deprive themselves of the means of repressing piracy, they take steps to increase it by discarding a fleet of boats, whose crews will certainly resort to that means of gaining a livelihood, so soon as they have lost regular employment.

A Hankow correspondent informs us that, at a meeting held at the Club House on the 22nd ultimo, a resolution expressing confidence in the Commissioner of Customs at that port, was proposed by Mr Williams, who, it will be remembered, on a previous occasion, urged that Mr. Macpherson should be called upon to resign. It is evident therefore that a great change in opinion has taken place, as to the latter's conduct regarding the *Huquang*; and our correspondent gives us to understand that the production of certain correspondence, which was not at first made public, has been instrumental in causing it. However this may be, we are surprised that the minutes of the second meeting have not been published, as in those of the first, which we published in the *North-China Herald* of the 10th ulto., an impression very disadvantageous to Mr. Macpherson was conveyed. If circumstances have occurred which show that this impression was erroneous, it is but fair that they should be made public.

MR. LAY'S ACCUSATIONS.

Case of the *Paoshan*, July 1865. This was a case in which the vessel was entered in ballast, when she had on board goods to the value of 2,150 dollars. They were seized, and Messrs. Dent, Beale & Co. paid Tls 1,000, viz, 500 for presenting a false manifest and 500 for discharge without a permit.

Case of the *Wynand*, April 1865. She was found smuggling rice outside the port, was seized by the Chinese revenue cruizer, and her cargo confiscated, but the ship was released. She belonged to Dent, Beale & Co. Permits to export rice had been constantly refused.

Case of the *Hellespont*. This vessel belonging to Messrs. Jardine, Matheson & Co., transhipped her entire cargo twelve miles from the anchorage for loading and discharging, and then sailed out of port. The treaty penalty of 500 dollars was levied. The cargo, £5,000, which might have been confiscated wholly, was released.

Case of the *Emily Annina*. Application was made by Lindsay & Co. to ship 60 hogsheads of coal, on which no duty was due. Suspected and seized; the barrels were found to contain £1,000 of copper cash dexterously concealed by the coal above and below. The export of cash is altogether prohibited, and a notice to this effect had been published by Mr Alcock in 1848, by direction of H. M. Plenipotentiary, Sir Geo. Bonham. The whole was confiscated. Underneath the coal casks, were discovered 60 treasure boxes marked B. R. & Co., in the hold of ship. These boxes were described in the Shipping Order as "Merchandise" which was signed by Blenkin, Rawson & Co., and were seized and confiscated.

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THE CHAIRMAN OF THE SHANGHAI CHAMBER OF COMMERCE TO EARL RUSSELL.

MY LORD,—On behalf of the members of the Shanghai Chamber of Commerce, I beg most respectfully to address you under the following circumstances:—

In a Blue Book, entitled "Further Papers relating to the Rebellion in China," recently received in this country, there is printed a Memorandum by Mr. Lay, Chinese Inspector of Customs, in reference to the complaints of this and the Hongkong Chambers of Commerce. Your Lordship has already replied to our memorials, and I should not again venture to trouble you on the same subjects had not Mr. Lay, in order to support his own views, made statements regarding the merchants in China which cannot be allowed to pass uncontradicted. The acrimony with which this Memorandum is written, and the furious way in which individuals and the statements made by them are assailed, might of themselves raise suspicions of the weakness of the cause he defends, and certainly prove the impossibility of his giving fair and calm opinions on the matters treated of. I do not propose to re-argue any of the points in dispute between this Chamber and the Customs, but only to show the incorrectness of some of Mr. Lay's statements, and the want of foundation for the charges so wantonly made against the merchants.

Mr. Lay states that the merchants complain "of outrages and injustice, but in no case that he is aware of have they brought forward a single fact in support of their allegations." Considering the despotic administration of the Customs under his own inspection, it is hard to say what he would admit to be an outrage or injustice; but if fining vessels very large sums for the most trifling and evident mistakes of a master or a merchant's clerk, seizing goods and confiscating them without trial or explanation, and frequently in opposition to the opinion of the Consuls, who have no possible interest in protecting a smuggler, be regarded as such, there are numberless cases, some of which are in the list he himself cites to prove that the China merchants are smugglers, viz., cases of "Salacia," "Paou-shun," and "Hellespont."

In order to show that the merchants are only restrained from smuggling by the Customs, Mr. Lay mentions some instances of it, bringing forward the names of some of the largest firms in China, and applying to them the opprobrious name of smugglers, when perfectly well aware that, in nearly every case, it was a simple dispute, or the mere infringement of technical regulations, and had nothing to do with defrauding the revenue.

1. *Case of the "Spec."*—From Mr. Lay's own account of the matter it will be observed that there was no notification against the export of rice by foreigners till the Superintendent of Customs issued one on the 24th May, 1855, and up to a month before that time, when the dispute took place about the "Wynnd" loading rice, it always was so exported whatever it was desired to do so. Messrs. Russell Co. applied to ship the rice, and when the Customs refused to permit it, they shipped it under the direct authority of the French Consul, who, like themselves, did not recognise the power of a small local official to make such a change in the existing practice. No duty ever was at that time paid on the exportation of rice, that being arranged in the new Tariff in the Treaty of Tientsin.

2. *Case of the "Salacia."*—This was a simple mistake in the entry by a clerk of Messrs. Gilman & Co., who did not know the classification of cottons by the Customs. It is against reason to suppose that any one should knowingly risk property worth 6,000*l.* to save 240*l.* in duty; the error was one that might readily be committed.

3. *Case of the "Paou-Shun."*—This vessel left Hongkong in ballast, calling at Amoy, when some cases of vermilion were put on board by a Chinese unknown to the consignees. She was entered "in ballast," and fined, as Mr. Lay states, for giving a false manifest, although, as the goods belonged to a Chinese, the owners could have no possible interest in smuggling them.

She was fined also for discharging without a permit, the goods so discharged being one addressed parcel of ribbons, which was received and forwarded among other miscellaneous packages without any charge for freight, as was and is still customary with addressed parcels.

These two ridiculous cases were brought on in the British Consular Court, and decided in favour of Messrs. Dent Beale, & Co.; on Mr. Lay refusing to abide by the decision, the matter was referred to the Home Government, who also decided against Mr. Lay's view.

4. *Case of the "Wynnd."*—This vessel was seized for loading rice in April 1855, one month before any notice against it was given, as mentioned in the case of the "Spec." "Permits to ship" were applied for, and being refused, it was done without them, as the refusal was regarded as an unauthorised stretch of power. No duty whatever was chargeable on rice at that time.

5. *Case of the "Unicorn."*—This Chamber has no knowledge of the case in question.

6. *Case of the "Emily Anuina."*—These two were the only true cases of smuggling, in the usual acception of the term, (unless No. 5 be one), in Mr. Lay's whole list; and as it would have been little to his purpose to bring them forward against unknown individuals, he points out Messrs. Lindsay & Co. as the parties in one case, and Messrs. Blenkin, Rawson, & Co, in the other. The real individuals, two clerks in Messrs. Lindsay & Co.'s, who smuggled in the first case, went themselves to Mr. Lay, and acknowledging that they had done so, exonerated Messrs. Lindsay & Co. The culpable individual in the second case was a Chinese in the employ of Messrs. Blenkin, Rawson, & Co.

7. *Case of the "Hellespont."*—This vessel did what had hitherto been permitted, and was a frequent practice to save time, viz., discharged her cargo at Woosung into another vessel, which latter vessel brought it to Shanghai, the "Hellespont" proceeding to Japan. The cargo was reported at Shanghae by Messrs. Jardine, Matheson & Co., themselves, as "Hellespont," and the duties tendered, thus showing that no concealment or fraud was thought of; but this did not save the cargo from seizure and threats of confiscation, and eventually from a fine.

8. *Case of the "Rose."*—The owners of this vessel having made several trading voyages to Sin-yu-miou, a port between Shanghai and Chin-kiang, with the knowledge and sanction of the Chinese authorities, and having carried their despatches, had been notified by the Foreign Customs that the trade must be discontinued, as being to a port in contravention of the Treaty. She then proceeded in ballast to bring back treasure, the returns for cargo previously sold, and lay for three days at the entrance of the creek to Sin-yu-miou, without proceeding to the town.

A Chinese servant of Messrs. Jardine Matheson & Co. did put on board eight packages of tea and two packages of silk goods. This gave a handle to the Foreign Customs to accuse her of trading; but the case was considered by the British Consular Court, on the 8th August, 1861, as undeserving anything but the most mitigated penalty, and it was decided "that, under the XLVIIth Article of the Treaty, the defendants (Messrs. Jardine, Matheson & Co.) were not punishable, as the visit of the "Rose" to Sin-yu-miou, for trading purposes, was warranted by the encouragement given by the Chinese authorities, and by precedents established by themselves on other parts of the coast."

By these explanations your Lordship will perceive that Mr. Lay's accusations are utterly untrue. He does not state that the merchants, at the commencement of the system of foreign inspection, resisted what they considered illegal assumptions on his part, nor that in several of the very cases he cites, the Consular Courts decided against the Customs; but calls them by the opprobrious term of smugglers, to damage their characters, and thereby lessen the weight of their testimony against the Customs.

Mr. Lay points to the Trade Returns of Shanghae, which show a great increase on the past seven years, as a proof that the system of Foreign Customs did not injure trade. A more specious and transparent argument could hardly be brought forward. Seven years ago no port in Japan, or on the Yang-tze-kiang, or on the coast of China to the north of Shanghae, was open, whereas now all these nine ports do more or less business with this place; and further, the opium trade was not then included in the Returns, only being admitted since the conclusion of the Treaty of Tientsin.

I do not speak of those charges brought more directly against the Hongkong Chamber, and it is needless to refer to the tirade of abuse which Mr. Lay indulges in, when giving his own explanations of the disfavour of the merchants. I merely rebut those statements he makes affecting their honesty and truth, and have to request that in any future "Blue Book" published on the affairs of China, this letter may be inserted in their justification.

Regretting that I should be obliged, in defending the members of this Chamber from gratuitous calumny, to trouble your Lordship, I have, &c.

(Signed) EDWARD WEBB,
Chairman.

THE PRINCE OF KUNG TO SIR F. BRUCE.

PEKIN, *November 2nd*, 1863.

The Prince of Kung makes a further communication, in reply, on the subject of the purchase of the steamers by the Chinese Government.

As Captain Osborn purposes disbanding the entire force which he has under his command, it is the duty of the Prince of Kung to set forth (beforehand,) clearly and in precise terms, the reasons why the Chinese Government has not been able to accede to the agreement in thirteen Articles entered into between Mr. Lay and Captain Osborn.

1. Article 4 of that Agreement runs as follows; "Captain Osborn undertakes to act upon all orders of the Emperor which may be conveyed direct to Mr. Lay, and Captain Osborn engages not to attend to any orders conveyed through any other channel."

Now, as Captain Osborn is not a subordinate of Mr. Lay's, why should it rest with Mr. Lay to transmit the orders which Captain Osborn can alone obey. The Prince's letter of instructions to Mr. Lay only stated that, when the purchase and equipment of the vessels should be completed, they must proceed to Shanghai, there to await orders for their distribution. There was no such language in it as that the Commander of the vessels should receive his orders from Mr. Lay, and through no other channel. If that were the case, then China would be placed completely in his (Mr. Lay's) hands. The Prince's letter of instructions had no such intention as this. For these reasons, the 4th Article cannot be acceded to.

Article 5 runs as follows: "Lay, upon his part, engages to refuse to be the medium of any orders, of the reasonableness or practicability of which he is not satisfied." Now, in regard to orders that could not be carried out, Captain Osborn could well have consulted with the Chinese high officers, on the spot; but if it were as this article proposes, then the Chinese high officers could hold no communication with Captain Osborn, and thus important operations would be seriously impeded. Therefore this article could certainly not be agreed to.

2. Article 10 provides that "Mr. Lay must, in addition, procure a sum of money about sufficient to cover salaries, wages, and other expenses for four years. For the present, while in England, the vessels and their equipments must stand as security for all claims."

Now the article shows that Mr. Lay cannot trust the Members of the Foreign Board, how, therefore, can the Prince so far trust Mr. Lay as to hand over to him, a single individual, such a large sum of money? Moreover, China has never followed such a rule as to pay four years' salary beforehand. This Article, for these reasons, cannot be agreed to.

The above three Articles are not only disadvantageous to China, but do not accord with the Prince's original letter of instructions. The less important objectionable points in the Agreement, it is unnecessary to point them out one by one.

The Prince and the Members of the Foreign board have seen that the said Agreement, in thirteen Articles, contains provisions very much at variance with the object which the Chinese Government had in view, in the purchase of the vessels; and now that Captain Osborn is about to take home and disband the force which he had brought out, the Prince has to express his sincerest thanks to the British Government for its friendly intentions in allowing the equipment of the vessels, and in granting special permission to officers to come to China. His Highness must also thank Captain Osborn for all the trouble to which he has been put, in procuring the fleet and in bringing it out to China. The Chinese Government will, as a matter of course, pay to Captain Osborn and to all his officers and men, their salaries, wages, &c., and all their miscellaneous expenses up to the day of their arrival in England; and, in addition, will present Ths. 10,000 to Captain Osborn, as a recompense for the additional trouble to which he has been put. All these monies to be given out of the sum that will be realised by the sale of the vessels. The Prince would also request the British Minister to be so good as to suggest an effectual method by which the money spent in the original purchase of the vessels, guns, and equipments, may be refunded to the Imperial Treasury of China.

As these vessels are not to be in the service of the Chinese Government, the Prince has also to request the British Minister to withdraw and cancel the Chinese flag at present used by them.

As the British Minister has already read the Prince's original letter of instructions to Mr. Lay, His Highness encloses, herewith, for His Excellency's perusal, a more particular and clear explanation of the important points in that letter.

A necessary communication addressed to Sir Frederick Bruce, K.C.B., &c.

Tung-Chih, 2nd year, 9th month, 21st day. (November 2nd 1863.)

NOVEL VIEWS ON PHYSICS.

To the Editor of the
NORTH-CHINA HERALD.

SIR,—When sailing through that vast group of "Coral Islands" (called Caroline Islands) in the North Pacific Ocean, situated between the Equator and 10° N Latitude, and stretching above 40 degrees East and West, I was led to reflect upon that great mystery of nature, the upheaval of the earth, and to enquire, had such an event ever taken place. All writers on this subject that I have yet fallen in with lose their argument for an upheaval of the earth upon the coast line, which shows a higher level of the sea to have continued in past ages than at present. My views are that, instead of an upheaval of the land, a subsidence of the ocean has taken place, and is still silently going on and will continue until, in the vastness of time, this earth, being left without water, will be scorched up into an arid desert. But probably this scorching or drying up may be caused by rigid cold, as I shall endeavour to show, and not intense heat, as generally supposed. I believe water to be the medium through which we derive both light and heat; and that it is the embodiment of electricity and, in the first stage, the essence of, and vapour and conductor of fire. Without further digression, I shall endeavour to show proofs why a subsidence of the ocean has taken place. All acquainted with the action of the waves know that, when they dash against the shore, the spray flies aloft and is born onward over the land by the wind that generally blows as the sea or wave rolls. How much this spray is impregnated with salt may have been noticed by a steamboat tunnel on a windy day at sea. Then, as every other object of like dimensions must arrest an equal proportion, it will be evident that the earth must receive a vast amount of salt from the sea. Salt being soluble will, under moisture, dissolve and in great measure find its way back to the sea, but the solid portion of it, lime &c., will remain as an accumulation to the land. It may be argued that the sea thus robbed of its solidity, if I may be allowed the term, must become reduced in specific gravity. This, at first, appears plausible; but a close view of things around will show on either continent, in dried up rivers, lakes &c., full evidence of a subsidence of water upon the land. Now, while nature has materials for supply, she is ever absolute in her demands, and takes from the ocean an excess of evaporation, in just proportion to that of which she has been deprived upon the land, and as nothing but fresh water is lifted by evaporation, the equilibrium is thus kept in the specific gravity or saltness of the sea. It may again be argued, in objection to these views, that as the coast line shews a subsidence of the sea greater than the dried up waters on the land, the sea must have become of greater specific gravity. For a rectifying medium, I here look to the coraline (Coral Insect) extracting the redundant material, and building from the ocean's reefs we have so water-fully to guard against. Again, it may be said a gradual subsidence of the sea would leave the coastline equal in all places. Now every island *I* pass of volcanic origin, and these are many, touches me there have been partial upheavals, and no partial upheavals I look for in the inequalities of the coast line. The fact too of the earth's crust having gradually become cooler, which we have abundant evidence of in the remain of tropical animals being found in both temperate and frigid zones, should be an argument against universal upheaval. Again, as it may be supposed that many of those volcanic islands have been thrown up since the waters first covered the earth, their bulk, occupying space once filled by water, should have raised the water on the coast line. Look again at the thousands of square miles of land formed at the confluex of large rivers. This has displaced sea water, yet it is lower on the coastline. And again, if there has been no lessening of sea water from any cause, how has that immense group of coral Islands before named attained their present level. The insect builder could not even raise them to the surface and live, nor can the argument of drift wood and fish bones &c. be justly made available beyond the sea level. These did their part in the stage immediately following the insect, and the reef thus raised to the surface, the spray's accumulation gave more rapid enlargement, and gradual subsidence has done the remainder. Time and atmospheric action has made them fertile. They are now the habitation of men.

Other arguments might be brought forward, favouring subsidence of the waters, but I hope those advanced may be thought sufficient to warrant further investigation by abler heads. Before leaving this part of the subject I wish to state that nothing I have advanced can be fairly considered to clash with Holy Writ. While there is water upon the Earth, there will be heat, but as it (water) subsides, atmospheric vacuums must become more frequent. These, inviting surcharged portions to the combat, will produce wars in the elements so awful that all life will be swept before them and the final consummation spoken of by St Peter, realised.* Christ has said, of that day and hour knoweth no man, but the Father only, and time can have no place, or, according to our notion, can be no object, with the God of eternity.

In entering upon the second part of my subject, viz. that water is the medium through which we receive light and heat and, in its secondary state, electricity and fire, I feel like one suspended in air without wings for support, yet irresistibly borne onward by an unknown power that admits of no rest night or hours despair.

It may not be advancing too much to state the universal opinion to be, that the sun is a mass of intensified heat, from whence we directly receive a supply sufficient for all animate and inanimate subsistance. We also suppose that other planets of the same solar system are similarly supplied, but some being much nearer the sun, and others vastly more remote, we are led into many singular conjectures to meet their case. For instance, the inhabitants of Venus and Mercury, especially the latter, must be perfect salamanders to endure the heat and, on the opposite side, the inhabitants of Uranus, we know not what like, to support the cold. With so much evidence in all surrounding nature that God makes no mistakes I think we ought to argue on more reasonable hypothesis. I fear, looking at the sun with merely "the eye of sense," we have been unfairly deluded by that glare. Now, let us turn the eye of sense upon a coal, or upon any other combination of latent fire, and few will doubt the error into which it would lead us in deciding upon their properties The glittering gold bearing more correct resemblance would be more readily chosen, were allowing the sun (for the sake of argument) to be a mass of intensified heat, its capability of diffusing that heat ninety-five millions of miles, would admit of grave doubt; but again, allowing that such may be, and that we do receive heat direct from the sun, how is the fact of the outer rim of our atmosphere being a mass of intensified cold, to be got over. If heat comes direct from the sun, the reverse of this should be the case, and the greatest amount of cold felt at the earth's surface. That the sun, in combination with our atmosphere, has power to give and intensify heat, is too palpable to require remark; but that the heat is directly derived from the sun or that active heat is in it, I cannot believe, any more than I do in active heat being in the match placed ready to light my candle as I now write; friction in both cases produces the required effect. Thus, the sun's *ray* (how or of what constituted I know not, but probably partaking of the nature of electricity), striking our atmosphere, emits light which concentrating, intensifies as it travels, until arrested in full splendour at the earth's surface.

What then is this atmosphere upon which the sun's ray strikes? First, I take it to be electricity, or the atmospheric intensified distillation of water, in combination with gases arising from decomposed matter upon the land, and taken aloft by the process of evaporation, and in its grosser state vapour, or water in a less ethereal or modified shape.

Water, as is well known, is formed of minute globules. This being the case, then, in its compact state, how infinitesimally small and aerial must be those globules ascending to the upper atmosphere, in process of evaporation. Yet each of these, as it rises, becomes, though the searching agency of electricity, impregnated with atmospheric life, the recipient and diffuser of light and heat. Light from its gloss (?) in combination with electrical matter, and heat from its friction against the sun's ray. Did space permit, it would be pleasing to trace out the beautiful process by which the atmosphere is prevented from an undue accumulation of heat from this cause.

I have made use of the word distillation above, because it at once points out how water with no properties of heat within itself, may, by a very simple process, be made to combine all the elements of heat or fire, for instance spirits of any kind, are combustible.

From water's compactness and capabilities of expansion, no finer recipient and conductor of the subtile element heat or fire, that pervades almost all nature, water itself being the most prominent exception, could have been chosen. If these then be the demands nature makes upon water, who can doubt the eventual exhaustion of the supply. It is useless to say that every drop of water lifted from the ocean returns to it I believe water to be the least capable of all things to change in its properties. Thus, the wisdom of God in preparing an element with such vast demands upon it, but that it can be changed from an original to a secondary state without some diminution of the original or parent substance The laws of reproduction are quite another affair God made the earth and saw that it was good; but He has also said, "Heaven and earth shall pass away," and it will then, without straining scripture, to meet every supposed case, and to look for natural laws by which the accomplishment is inevitable.

It will be evident from the position I give water, that the earth must be deprived of heat and light, without it. Thus my reasons for supposing rigid cold will, in the end, dry it up into a parched desert.

It has been my object to condense these views into the very smallest compass. In so doing I hope perspicuity has not suffered. If understood, abler heads will be set thinking, and probably some useful truth worthy of a place in the vast web of scientific truth.

J. S.

* What takes place on this globe after all life has ceased can hardly be expected from revelation for man's guidance

† The earth's motion would cause sufficient friction. Lightning is but a larger embodiment of this effectic contact or friction.

EXTRACTS FROM THE REPORT OF THE FRENCH MUNICIPAL COUNCIL.

Parmi les travaux d'embellissement et d'intérêt publics, dont nous alons maintenant vous entretenir, nous devons vous parler en premier lieu, de la Maison communale.

Cette construction, commencée au mois de Juillet 1863, a été confiée aux soins de Mr. Knevitt architecte, et de l'entrepreneur Chinois Wei-Yang-Chung. Les travaux en doivent être complétement achevés, d'après les clauses du contract, au mois de Septembre de cette année. Le coût en sera de 39,000 T. sur lesquels il a déja été payé une somme de T. 32,000.

Ce batiment est destiné à loger le personnel de la Municipalité, et possédera une salle de réunion pour les Membres du Conseil, et une autre grand salle, destinée à des réunions publiques, pouvant servir au besoin comme salle de bal, ou de concert.

Cet immeuble, y compris le terrain qui l'entoure, forme une propriété dont l'importance, en dehors de sa valeur réele, ne peut être estimée, et qui est acquise à la Concession.

* * * * * *

Les questions du drainage et de la propreté nous ont beaucoup préoccupés. Nous avons cherché par tous les moyens possibles à rendre les rues bonnes aux piétons, en toute saison; mais la nature du sol nous a empêché de reussir aussi bien que nous l'aurions désiré.

Après bien des essais, nous sommes convaincus que le seul moyen d'arriver à un résultat sérieux et durable, serait le pavage des rues en pierre, réuni à un système de *drainage* par des tuyaux en terre cuite, de grandes dimensions, et posés à fleur de terre au bord des trottoirs de chaque côté des rues. Ce système de tuyaux, employés avec avantage dans les terrains marécageux, doit, dans l'idée de votre Conseil, être le moyen le plus efficace, et en même temps le plus économique pour préserver les rues des accumulations d'eau et de boue si fréquentes aujourd'hui.

Le ressources du Conseil ne permettent pas d'entreprendre ce travail en grand pour le moment, mais, en y travaillant au fur et à mesure de ses moyens, il est convaincu qu'on arriverait à une amélioration sensible, et qu'il ne serait pas nécessaire d'avoir recours à un emprunt pour en accélérer l'exécution.

La pompe à incendie dont nous avons fait mention dans notre dernier rapport, est arrivée en bon état, et est tenue prête à fonctionner à la première alerte.

Nous avons maintenant à vous soumettre une question qu'il serait urgen de régler d'une manière définitive. Elle a pour but l'établissement de Wharfs sur les bords de la rivière, afin de permettre aux navires de pouvoir y aborder.

Cette question a été l'objet de notre plus grande attention depuis notre entrée en fonctions, par suite de l'existence de celui que vous connaissez depuis longtemps déja devant les établissements de la Compagnie Shanghai Steam Navigation. Mais votre Conseil, Messieurs, devant un sujet aussi sérieux n'a pas voulu prendre à lui seul la responsabilité de sa décision.

Il nous paraît assez difficile de refuser aux uns ce qui a déja été accordé aux autres; et comme des demandes pressantes et reitérées nous ont été addressées pour une concession semblable à celle qui a été accordée précédemment; il nous paraît nécessaire de réglementer cette innovation, (qui ne peut, du reste, que contribuer à l'augmentation du bien être de la Concession), de telle sorte que les intéts personnels ne soient pas lésés.

Le principe étant posé, que la propriété du bord de l'eau, les quais compris, appartient au public, il s'en suit, que le droit de construire des Wharfs ne doit pas appartenir exclusivement aux propriétaires riverains; le Conseil cependant trouve qu'il est au moins juste d'informer les dits propriétaires lorsqu'un projet de ce genre lui a été proposé.

A cet effet, Messieurs, le Conseil propose d'autoriser la construction de Wharfs sous des réglements qui interdiraient formellement toute construction sur ces Wharfs, et de quelque nature qu'elle soit, et qui exigeraient pour le public l'établissement d'un débarcadère placé aux deux extremités.

En outre, ces Wharfs seraient imposés au profit de la caisse Municipale d'une taxe annuelle de T. 5 par pied de longueur.

Il est bien entendu que l'emplacement du qui faisait face aux rues serait toujours tenu libre et à l'usage du public.

Dans le cas où, par la suite, le Conseil d'Administration Municipale trouverait convenable d'établir des wharfs aux frais, dans toute la longueur de la Concession, les concessionnaires des wharfs existants seraient tenus d'abandonner leurs droits, moyennant le paiement de la valeur estimée des ouvrages à l'époque de l'abandon, et n'auraient en outre aucune indemnité à réclamer.

* * * * * *

Il a été question dans les commencements de la seconde année de notre gestion, de porter l'impôt locatif que paient les sujets Chinois sur la Concession de 8 pour cent à 10 pour cent, afin d'en remettre la moitié, soit 5 pour cent, aux autorités Chinoises qui avaient demandé à lever cet impôt sur leurs nationaux pour subvenir à des dépenses d'une nature et d'une durée déterminée. Nous ferons remarquer tout d'abord et avec insistance que la demande provient des autorités Chinoises, et qu'elle avait pour but un impôt extraordinaire, attendu que votre Conseil, Messieurs, n'a jamais prétendu entraver en aucune façon par ses propres actes, le droit naturel dont il jouit le gouvernement de ce pays de lever ses taxes ordinaires sur ses sujets, mais il s'agissait ici d'impôts nouveaux d'une nature spéciale, et dont le produit devait nécessairement diminuer les revenus Municipaux dont les autorités chinoises elles mêmes ont reconnu la légitimité: ceci explique la convention intervenue le 30 Juin dernier, exceutoire trois mois après seulement, par la quelle les autorités Françaises et Chinoises réglaient leur réciproque, afin d'éviter de s'entraver mutuellement. La convention fut exécutée loyalement de notre part et votre Conseil peut produire les pièces qui constatent qu'un commencement d'exécution lui avait déja été donné, lorsque la surveillance active de nos agents, vint nous donner la preuve authentique que les authorités Chinoises abaissent entièrement de notre confiance et tentaient par de nouvelles exactions de nuire aux ressources déja si restreintes du Conseil Municipal. Sur nos observations, présentées avec les documents à l'appui au Consulat Général de France, la convention fut déclarée jusqu'à nouvel ordre impraticable et les choses rentrèrent dans le premier état, l'impôt locatif restant fixé à 8 par cent pour les sujets Chinois. C'est dans ces circonstances que nous venons aujourd'hui vous proposer la diminution même de cette taxe.

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INSURANCES.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue, LONDON.
Capital... ..2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSHI & Co.
Hong name— Wha-kee.
tf 370 Newchwang, January 1864.

EAST INDIAN UNDERWRITERS ASSOCIATION.

HEAD OFFICE BOMBAY.

THE Undersigned having been appointed Agents at this Port for the above Association are prepared to accept risks at the rates and upon the terms and conditions current with the local Offices.

MAITLAND MACLEAN & Co.
56e-65 359 Shanghai, Feb. 6th, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-64 185 Hankow, 9th July, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31dc 324 Shanghai, 1st January, 1864.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

Established in 1782.

Trustees & Directors:

Dicimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq.
John Timothy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmin, Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. Adamson & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000, — on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to
Wm. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Ports are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

INSURANCES.

The London Assurance,

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

HEAD OFFICE IN LONDON.
No. 7, Royal Exchange, Cornhill, E.C.

John Alexander Hankey, Esq.—*Governor*
Bonamy Dobree, Esq.—*Sub-Governor.*
Patrick F. Robertson, Esq.—*Deputy Governor.*

DIRECTORS.

Nathaniel Alexander, Esq.
John Alves Arbuthnot, Esq.
Richard Baggallay, Esq.
Henry Bonham Bax, Esq.
James Blyth, Esq.
Edward Budd, Esq.
Charles Crawley, Esq.
Sir Frederick Currie, Bart.
F. G. Dalgety, Esq.
John Entwisle, Esq.
Robert Gillespie, Esq.
Harry George Gordon, Esq.
Edwin Gower, Esq.
Samuel Gregson, Esq., M.P.
A. C. Guthrie, Esq.
Louis Huth, Esq
Charles Lyall, Esq.
John Ord, Esq.
Capt. R. W. Pelly, R.N.
David Powell, Esq.
Alexander Trotter, Esq.
William Bryce Watson, Esq.
Lestock Peach Wilson, Esq.

Secretary.
John Laurence, Esq.

The Corporation of the London Assurance have appointed Agents for the issue of Policies for Marine Assurance in India, and China as under:—

Bombay.—Messrs. Ewart, Latham & Co.
Madras.—Messrs. Arbuthnot & Co.
Calcutta.—Messrs. Mackillop, Stewart & [& Co
Hongkong.—Messrs. Dent & Co.
Shanghai.—Messrs. Dent & Co.

The undersigned are prepared to issue Policies of the Corporation of the London Assurance as above, payable either here, in London, or at any of the above-named Agencies.

DENT & Co.,
Agents.
4jy 404 Shanghai, 6th April, 1864.

"OCEAN" MARINE INSURANCE COMPANY OF ROTTERDAM.

THE Undersigned having been appointed Agents at this Port for the above Company, are prepared to grant Risks on the usual terms.

TRAUTMANN & Co.
20ju-64 157 Shanghai, 19th June. 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

Queen Insurance Company

OF LIVERPOOL AND LONDON.

THE COMMERCIAL UNION ASSURANCE COMPANY OF LONDON

BY an arrangement entered into between the Directors of the above Companies the undersigned are empowered to accept risks against *Fire*, to the extent of £10,000 on any one Building or on its contents. The amount of such Insurances will be divided equally between the two Offices and separate Policies will be issued to the Assurers.

It is believed that this arrangement (which offers to Assurers the security of the *two wealthy proprietaries*, without entailing on them any extra trouble or expense) will be found peculiarly advantageous.

BLAIN, TATE & Co.,
Agents "Queen Insurance Company"
Agents "The Commercial Union Assurance Company."
27ju-64 122 Shanghai, 15th May, 1863.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechuhlin, Tien-tsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259,760 Sto.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to
TURNER & Co.
tf Shanghai, 3d February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorized to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situate in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

THE LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this port for the above Company are prepared to grant Police by first-class vessels from Shanghai to any Port or Ports in the United Kingdom, also by steamers to Ports on the Coast of China, India, Australia, and Europe. Payable in London.

ROTHWELL, LOVE & Co.
tf 43 Shanghai, 26th August, 1862

INSURANCES.

NOTICE.

Batavia Sea and Fire Insurance Company.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $200,000 by Steamer.

Wm. PUSTAU & Co.
22oc-64 Shanghai, 18th April, 1862.

YANGTSZE INSURANCE ASSOCIATION

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
tf Shanghai November 1st 1862.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ½ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ½ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum; ½ per cent for 3 months, and ¾ per cent for 6 months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghae for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such*, and the contents consisting of Household furniture, &c., therein, in private use, at the rate of ½ *per cent per annum*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £10,000 on each separate building.

A Building and its contents taken together form one risk. Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths, and for* Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Parties applying for Assurances will please send in full particulars of the Risk to be taken; any deviation from which, without the consent of the Company, will vitiate the Policy.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
tf Shanghae, 2d June, 1860.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £20,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices.

Policies payable in London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857

BOMBAY ROYAL INSURANCE COMPANY.

THE *undersigned having* been appointed *Agents* at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 20th June, 1863

FOR SALE.

FOR SALE
GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.
SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S Colloquial Japanese or Conversational Sentences in English and Japanese, ...$6.00.
Martin's Analitical Reader, a Short Method for Learning the Chinese written Language, ...$4.00.
Edkins' Mandarin Grammar—Grammar of the Chinese Colloquial Language commonly called the Chinese Dialect, ...$5.00
Culbertson's China or Darkness in the Flowery Land, ...$1.00.
Herniss's Guide to Conversation in the English and Chinese Languages, ...$3.00.
Macgowan's Phrases in the Shanghai Dialect, ...$5.00.
27ju-64 163 Shanghai, 27th June, 1863.

FOR SALE.

SHERRY Yasi's in 2 & 3 doz. cases, Tls. 8 p. doz
Port, " " " " " 8 "
Champagne, in 1 " " " 12 "
Claret, (Barton & Guestler's)
St. Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " 5 "
Cognac Brandy, 1 " " 10 "
do. do. 1 " " 6 "
India Pale Ale, 4 " casks " 2 "

CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

MISCELLANEOUS.

HOMŒOPATHIC Practitioners, and the Medical Profession generally, recommend Cocoa as being the most healthful of all beverages. When the doctrine of Homœopathy was first introduced into this country, there were to be obtained no preparations of Cocoa either attractive to the taste or acceptable to the stomach; the nut was either supplied in its crude state, or so unskilfully manufactured as to obtain little notice.

J. Epps, of London, Homœopathic chemist, was induced in the year 1839, to turn his attention to this subject, and at length succeeded, with the assistance of elaborate machinery, in being the first to produce an article *pure* in its composition, and so refined by the perfect trituration it receives in the process it passes through, as to be acceptable to the delicate stomach, and a most desirable breakfast beverage. For General use

EPPS'S COCOA

Is distinguished as being
INVIGORATING, GRATEFUL,
and possessing a most
DELICIOUS AROMA;
And to these qualities it is indebted for the adoption it now obtains as a
BREAKFAST BEVERAGE.

Three teaspoonfuls of the Powder in a breakfast cup, filled up with *boiling* milk or water, stirring meanwhile. Sold in tin lined ¼-lb., ½-lb., and 1-lb. packets.

Each packet is labelled thus:—"J. Epps, Homœopathic Chemist, 112, Great Russell Street; 170, Piccadilly; and 48, Threadneedle Street. Manufactory—Epps's Steam Cocoa Mills, Euston Road, London.

25jy 353

INDIGESTION & STOMACHIC WEAKNESS.

PEPSINE WINE.

T. MORSON & SON.

Direct the attention of all suffering from these serious complaints to their far-famed preparation of Pepsine, which supplies in a palatable form the principles of digestion. Each teaspoonful contains a dose of the medicinal Pepsine.

The researches of the most eminent of the faculty of London and Paris have enabled MORSON & SON to offer the purest and surest substitute for the Gastric Juice which assimilates the food to the requirements of the human frame. Its use is now becoming universal.

Sold in Bottles 3s., 5s., and 10s. each; and may be obtained through Chemists and Druggists, and Patent Medicine Vendors.

MORSON'S PEPSINE LOZENGES
In Boxes 2s. 6d. and 4s. 6d. per box.

ALSO,
MORSON'S PEPSINE POWDER.

MORSON'S PATENT GELATINE.

A Pure and Economical Substitute for Russian Isinglass, forming a Colourless Jelly, which possesses the Nutritious and Restorative Properties of the best Calves' Feet Jelly. In Packets, 6d., 1s., and 1s. 6d. each.

MANUFACTURES OF
CHEMICAL AND PHARMACEUTICAL PREPARATIONS,
AND WHOLESALE AND EXPORT DEALERS IN
Drugs, Medicines, & Photographic Chemicals.

WHOLESALE AND RETAIL BY
T. MORSON AND SON,
19 & 46, SOUTHAMPTON ROW, LONDON.
*** Orders (to be made payable by London Houses) are carefully prepared and shipped in any quantity to all parts of the World.
24au 397 March 26th, 1864.

DRESSING CASES,

DESPATCH BOXES, TRAVELLING BAGS, &c.

PRIZE MEDAL, 1862.

TOULMIN and GALE,

Established One Hundred and Twenty-three Years,

MANUFACTURERS AND EXPORTERS, Patent Indian Despatch Boxes, Dressing Cases, Travelling Bags, &c.,
7, NEW BOND STREET, W.
Manufactory—Sise Lane and Bucklersbury, City, E.C.
156c 411 London, 26th Feby., 1864.

CAUTION.

Warren, Russell & Co.,

BLACKING, INK AND DYE MANUFACTURERS.

(Late of 30, Strand),

CAUTION THE PUBLIC against persons trading under similar names, and professing to be connected with them or their late Establishment at No. 30, Strand, their only Manufactory being—

REGENT WORKS:—REGENT STREET
VINCENT SQUARE, WESTMINSTER,
LONDON, S. W.
23jy 355

MISCELLANEOUS.

PICKLES, SAUCES, JAMS, &c.,
Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,
21, Soho Square, London.

Dr. Hassall, the great Analytical Chemist states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Product chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.
BOTTLED FRUITS for Tarts, Puddings, &c.
JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.
PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.
SALAD OIL, the finest imported.
POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Patés, Yorkshire Pork Patés. Mackarel in Sauce, Kippered Herrings. Pickled Salmon in Bottles, Fried Eels, Herrings a la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.
C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRESAUCE PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CAIRSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.
To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, Soho Square, London.
31ja-65 352

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.
HANKOW.
tf 405 9th March, 1864.

A. MARKS & Co.,

Auctioneers and Commission Agents.
Yokohama,
JAPAN.
tf 204 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
Yang-king Pang,
SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.
Yew-hun
Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.
tf 34 Shanghai, 23rd January, 1863.

S. C. WOODRUFF,

Shipchandler, storekeeper, and General Agent.
The Bund, Hong-que,
SHANGHAI.
my-64 May 10th, 1862.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'Aguilar Street,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON
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ADVERTISEMENTS.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

ESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, a soft flexible gums, entirely dispensing the use of springs, wires, or metallic ennings, and especially adapted for warm ates.

ESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Diploma 1815.

HARTLEY STREET, CAVENDISH SQUARE, and

LUDGATE HILL (over BENSON'S) LONDON:

LIVERPOOL: 134, DUKE STREET.

BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by rwarding particulars as to the condition of eir mouths, with an enclosure of One inea, will receive by return that which ill enable them to take an impression of e mouth, so as to enable Messrs. G. to ward either a partial or complete set of eeth.

GABRIEL'S CELEBRATED ODONALGIQUE, for restoring and preserving he Teeth, 10s. 6d. and 21s. per bottle. heni White Enamel for stopping Front eeth, warranted never to change colour, s. and 10s. 6d. per packet; and the Gutta ercha 1s. 6d. per box.

GABRIEL'S Practical Treatise, on the Teeth, which explains the numerous advanages obtainable by their patented method, ay be had of their Agents, or will be furished direct on receipt of Twelve Stamps.

20am-65 359 March 26th, 1864.

BENSON'S WATCHES AND CLOCKS.

WATCH AND CLOCK MAKER,

BY SPECIAL APPOINTMENT, TO HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Opinions of the London Press upon Benson's Great Clock and Watches in the Exhibition, 1862.

"As a sample of English clock-work on a large scale, the works of this are probably the finest finished that have ever been seen in this country. No Chronometer could be fitted with more perfect or carefully-adjusted mechanism."—*Times*, June 11, 1862.

"A triumph of ingenuity."—*Telegraph*, March 31, 1862.

"A more splendid and exquisitely-finished piece of mechanism we have never seen"—*Standard*, June 17, 1862.

"Some of them are of great beauty; and if the English watch-trade only follow up with the same spirit and success this first attempt to compete with foreigners in decorative watches, there seems to be no reason why we should not get the trade entirely into our own hands."—*Times*, June 23, 1862.

"Ranged around the base of the clock were the Watches which Mr. Benson exhibited, and which have been universally admired for the beauty and elegance of the designs engraved upon them. The movements are of the finest quality which the art of horology is at present capable of producing. The clock and watches were objects of great attraction, and well repaid the trouble of an inspection."—*Illustrated London News*, November 8, 1862.

WATCHES, adapted for every class, climate, and country, whole sale and retail. Chronometer, Duplex, Lever, Horizontal, Vertical, Repeating, Centre Seconds, Keyless, Astronomical, Reversible, and Chronograph, from 200 guineas to 5 guineas each.

CLOCKS.—Drawing Room, Dining Room, Bed Room, Library, Hall, Staircase, Bracket, Carriage, Chime, Musical, Astronomical, Church, Turret, Stable, Railway, Post-office, Shop, Warehouse, Office, or Counting-house, from 1,000 guineas to £1. 1s. each.

Benson's London Made Watches.	Gold Cases.		Silver Cases.	
	Open Face.	Hunters.	Open Face.	Hunters.
	£ s.	£ s.	£ s.	£ s.
Patent Lever, Jewelled.	12 12	15 15	5 5	6 6
Do. do. 4 Jewels	16 16	19 19	7 10	8 10
Do. do. finely finished, (6 Jewels)	19 19	23 0	8 10	9 10
Do. do. extra, 8 Jewels	24 0	27 0	9 10	10 10
4 Plate Lever, Jewelled	15 15	18 18	9 9	10 10
Do. do. 6 Jewels	19 19	23 0	10 10	11 11
Do. do. 8 Jewels	24 0	27 0	12 12	13 13
Do. do. extra, 10 Jewels	28 0	32 0	17 17	18 11
Do. do. do.	32 0	36 0	21 0	23 0

BENSON'S INDIAN WATCH.—A first-class London made Lever, Compensation-balance, adjusted for hot climates:—

Silver Cases, Open Face.....£11 11 0

" " " Hunters....£12 12 0

Gold Cases, Open Face.....£25 0 0

" " " Hunters....£30 0 0

FOREIGN WATCHES WARRANTED.—Silver Cases, at £3. 3s., £4 4s., £5. 5s., £6 6s. each.

Ditto—Gold Cases, £5. 5s., £7. 7s., £9. 9s., £12. 12s. each.

BENSON'S ILLUSTRATED WATCH PAMPHLET,

Which can be obtained at the office of this paper, or will be sent Post free for Six Stamps, contains a short History of Watchmaking, with description and prices of every kind of Watch now made, and from which merchants and others can select and have their orders sent safe by post to India, the Colonies, or any part of the world.

Post-office Orders, Bankers' Drafts, or Bills upon London Houses must be made payable and addressed to

JAMES W. BENSON,

WATCH & CLOCK MANUFACTORY,

33 & 34, *LUDGATE HILL, LONDON.*

ESTABLISHED 1749.

24ja 317 Dec. 24, 1863.

ADVERTISEMENTS.

J. H. Ritchie, Junr.,

MEMBER INSTITUTE NAVAL ARCHITECTURE,

106, *Leadenhall Street, London,*

E. C., and Lloyds,

AGENT FOR JORDAN'S PATENT COMPOSITE VESSELS.

SUPPLIES Drawings and Specifications for Screw and Paddle Steam Vessels of Iron, Wood, or Composite Construction, adapted to any species of Navigation; he also arranges contracts on the most favourable terms, and takes the whole charge of superintending the execution of the work. Drawings, &c., are made and forwarded as required, for which, if business does not result, a reasonable charge is made.

J. H. R. has always a number of Steam and Sailing Vessels of all descriptions, new and second hand, for sale.

18ja 2-a-m 308 2nd April, 1864.

SAUCE.—LEA AND PERRINS'

WORCESTERSHIRE SAUCE.

PRONOUNCED

BY

CONNOISSEURS

TO BE THE

ONLY GOOD SAUCE AND APPLICABLE

TO

Every Variety of

DISH.

Extract of a letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made."

CAUTION.

LEA AND PERRINS'

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with spurious imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 Dec. 24, 1863.

NOTICE.

THE Undersigned, having been assured of the support of the Imperial and Consular Authorities, give notice that they do not hold the interests they represent responsible for any damage done by their steamers to vessels lying in the fair way, as defined by the Harbour Master, or within the berth at their buoys.

RUS-ELL & Co.

tf 209 Shanghai, August 28th, 1863.

ADVERTISEMENTS.

IRON GODOWNS, MACHINERY, AND IRON WORK OF ALL DESCRIPTIONS.

THE Undersigned have made arrangements for the execution in England of all work of the above description under superintendence of an experienced Civil Engineer.

WHITFIELD & KINGSMILL.

tf 322 Shanghai, 2nd January, 1864.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & CO.

Architects, Engineers and Surveyors,

27, *Leadenhall Street, London, E. C.*

CONTRACTS entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China.

20am 363

NOTICE.

MESSRS. JOHN PENN & SON of Greenwich the principal manufacturers of Marine Engines to the British & Foreign Governments, having appointed me their Agent in Shanghai, I am prepared to receive orders for the supply of Engines from that eminent firm delivered in the docks ready for shipment. Messrs. PENN & SON will also undertake to supply Ships and Engines complete, the former to be constructed at one of our first class building yards on the Thames.

GEORGE WHITFIELD.

Full particulars can be obtained at the office of Messrs. WHITFIELD & KINGSMILL, *Yew-kun.*

tf 33 Shanghai, 23rd January, 1863.

NOTICE.

THE Undersigned having a supply of PITCH TIMBER and other material suitable for Wharf-building, a steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.

Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

UNION DISPENSARY.

THE Undersigned begs to inform the community of Shanghai and Captains of Ships visiting this Port, that he has established himself as *Apothecary* in the above DISPENSARY.

G. MARTIN,
Apothecary.

Rue du Consulat,

tf 116 Shanghai, 1st May, 1863.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Apr 28	Gitana	B. schr	103	Dugdale	Hongkong	Mar 7	Rice	Newbery, Elliot and Co
.. 28	Star King	A. bark	423	Smith	Nagasaki	.. 23	General	Angel and Co
.. 28	Mashtida	Da. bg	350	Jessen	Hongkong	.. 4	Rice	Siemssen and Co
.. 28	Sea King	B. str	739	Penil	Hongkong	.. 24	General	Chapman, King and Co
.. 29	Mercury	B. str		Paynton	Chusan	.. 26		
.. 29	Feicheng	B. str.	266	Leigrad	T'sin & Chefoo	.. 9	do	Turner and Co
.. 29	Illawarra	B. str.	166	Torckler	Ningpo			Nicholl Latimer and Co
.. 30	Chusan	B. str	674	Shaw				
.. 30	Feima	Da. str	121	Buckland	Ningpo			Moses and Co
.. 30	Emperor	B. str	1051	Neil	Ningpo			Jarvie, Thorburn and Co
.. 30	Confortina	Chl. str		Blewer	Tientsin			P. Conklin
	Shandon	P. str.	114	Lawrence	Ningpo			Moses and Co
May 1	Maria	Da. bk	304	Lorenzen	Swatow	Apr 10	Sugar	Olyphant and Co
.. 1	Surry	B. ship	1039	Durrant	Calcutta	Feb. 24	Rice	Oxford and Co
.. 1	Albatross	Ha. bk	350	Kerruffer	Soual	Apr 17	do	Bourjau, Hubener & Co
.. 2	K. Templar	B. ship	1071	Spark	Calcutta	Feb 24	do	Hogg Brothers
.. 2	Perilless	B. ship	841	Major	Ningpo	May 1	Cotton	Jardine, Matheson & Co
.. 2	Maria	B. str	110	Thomas	Ningpo	.. 29		Order
.. 2	Whampoa	B. str.	113	Hatten	Ningpo			David Sassoon Sons & Co
.. 2	Rona	B. str.	784	Hutchinson	Hankow			Jardine, Matheson & Co
.. 2	Joch T. Wright	A. str.	669	Nell	Ningpo			Allen and Co
.. 2	Ere-chuen	A. str.	547	spencer	Hankow			Russell and Co
.. 2	Mondorin	B. str.	92	Bisen	Ningpo			J. H. Wignall
.. 2	Sea Kingdom [HCMS]				Manilla			
.. 2	Foh-kien	B. str.	923	Johnson	Hongkong	Apr 20	General	Russell and Co
.. 3	Illawarra	B. str.	166	Torckler	Ningpo	May 2		Nicholl Latimer and Co
.. 3	Shandon	B. str	114	Lawrence	Ningpo	.. 2		Moses and Co
.. 3	Viola	B. str	684	Hooper	Hongkong			Jardine, Matheson & Co
.. 4	D. Jex	B. bark	400	Golde	N. York, H'k	Apr 18	Sundries	Frazer and Co
.. 4	Arronaut	Du. bk	351	Dreyer	Swatow		Sugar	T. Kroos and Co
.. 4	Beth Shan	B. ship	680	Armstong	Calcutta	Feb. 13	Rice	Order
.. 4	Gottengen							
.. 4	Wasker	B. str	411	Oakney	Ningpo			Dow and Co
.. 4	Express	B. str.	290	Castilla	Hankow	May 1		Jardine, Matheson & Co
.. 4	Nepaul	B. str	511	Wilkinson	Yokohama	Apr 27	General	E. Warden, Agt. P. & O. Co
.. 4	Feima	B. str	121	Buckland	Ningpo			Moses and Co
.. 5	Silver Eagle	B. ship	907	Jorgensen	New Zealand	Mar 26	Ballast	Order
.. 5	Vestigene	Pru. bk	199	Thornberry	Yokohama	Apr 22	General	Oxford and Co
.. 5	O-pey [HMS			Innes	Nagasaki	Mar 2		
.. 5	Yulcano	B. str		Bunker	New York	Nov 19		Lindsay and Co
.. 5	George Becker	A. bark		Bennek	Soual	.. 19	Sugar, &c.	Olyphant and Co
.. 5	Hoo-nah	A. str	1330	Johnson	Hankow	May 1		Russell and Co
.. 5	Ta-kiang	A. str.	609	Blanchard	Hankow	.. 1		Olyphant and Co
.. 5	Willamette	Chl. str		Frand				P. Conklin
.. 5	Thomas Bell	B. ship	878	Holroyd	Calcutta	Jan 20	Rice	Turner and Co

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Apr 29	Bouqueyron	Fr bk	349	Freger			Wm. Pustau and Co
.. 29	Mary Glover	A. ship	552	Hughes	Foochau	Sundries	Wheelock and Co
.. 29	Eclipse	A. bark	382	Cannon	Foochau	Ballast	A. H. Tilby and Co
.. 29	Emanuel	Fr bk	329		Amoy		Rémi Schmidt and Cie
.. 30	Chekiang	A. str		Andsworth	H'kow & Ports		Russell and Co
.. 30	Orne [HMS						
.. 30	Thalia	B. str.	485	Pinbey	Yokohama		E. Warden, Agt. P. & O. Co
.. 30	Petrel	"S. schr	267	Tenney	Hakodadi	Ballast	Dent and Co
.. 30	Zoustaw	L. bg	325	Reeder	Yokohama	Re-expts	Bourjau, Hubener and Co
.. 30	Mercury	B. str.		Paynton			
.. 30	City of Nantes	B. str	204	Gibson	T'sin & Chefoo	Tea, &c.	Dow and Co
.. 30	Peyang	A. str	837	Bryant	H'kow & Ports		Olyphant and Co
.. 30	Carthage	B. str.	563	Thomson	Tientsin	Re-expts	Jardine, Matheson and Co
.. 30	Kien-chen [HMS						
.. 30	Shandon	B. str	111	Lawrence	Ningpo	Ballast	Moses and Co
.. 30	Illawarra	B. str.	166	Torckler	Ningpo	Op., &c.	Nicholl Latimer and Co
.. 30	May Flower	B. ship	823	Keer	Liverpool	Tea, &c.	Gilman and Co
May 2	Feima	B. str	121	Buckland	Ningpo	Ballast	Moses and Co
.. 2	Willamette	Chl. str		Frand			P. Conklin
.. 2	Elgin	B. str.	396	Held	Yokohama	Re-expts	Smith, Kennedy and Co
.. 2	Whampoa	B. str	115	Batten	Ningpo	Op., &c.	David Sassoon, Sons and Co
.. 3	Se.-ca	B. ship	767	James	Foochau		Birley, Worthington and Co

DEPARTURES.—*Continued.*

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
May 3	John T. Wright	A. str	369	Nell	Ningpo		Allen and Co
.. 3	Rohona	B. str	1757	Rowe	Yokohama	Sun., &c.	Chapman, King and Co
.. 3	Mandarin	B. str	92	Bisen	Ningpo	Stores	J. H. Wignall and Co
.. 3	Shan-se	A. str.	1606	Perkins	H'kow & Ports		Frazer and Co
.. 3	Anof	B. str	760	Gibson	Hongkong	Tea, &c.	E. Warden, Agt. P. & O. Co
.. 4	Berlin	Gr. sch	380	Savoy	Nagasaki	Re-expts	Russell and Co
.. 4	Wanja	Swe bk	234	Sodeberg	Chefoo	do	Oxford and Co
.. 4	Neville	B. ship	715	Robinson	Liverpool	Tea, &c.	Smith, Kennedy and Co
.. 4	Illawarra	B. str	166	Torckler	Ningpo	Re-expts	Nicholl Latimer and Co
.. 4	Nora Creina	B. str	93	Olle			S. Primrose and Co
.. 4	Shandon	B. str	114	Lawrence	Ningpo	do	Moses and Co
.. 4	Orient	A. ship	1297	Whiting	Foochau	Ballast	Russell and Co
.. 4	Mona	B. str.	512	Bowne	Nagasaki	Re-expts.	Gibb, Livingston and Co
.. 4	Lisson	B. bark	398	Bi-lnson	New York	Tea, &c.	Fletcher and Co
.. 5	Feima	B. str	121	Buckland	Ningpo	Opium	Moses and Co
.. 5	Chusan	B. str	424	Shaw	H'kow, P'chau		Fletcher and Co
.. 5	Fei-loong	B. str.	260	Sargent	Hongkong	Silk, &c.	Turner and Co
.. 5	Pekin	B. str.	759	Somers	Hongkong *		E. Warden, Agent P. and O.
.. 5	Nyejan	B. bark	360	Fullerton	Nagasaki	Silk, &c	A. R. Tilby and Co
.. —	Natal	B. schr	215	Spence	Yokohama	Re-expts.	Smith, Kennedy and Co

* With Mail.

SHIPPING IN HARBOUR AND AT WOOSUNG, MAY 7, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival.	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co		
Argus	Feb 26	A. str.	161		Shaw, Brothers and Co		
Bo-Peep	June 14	Chl. str	73	Cochran			
Bunker Hill	June 14	A. str.	63	Dobbyn	Augustine Heard and Co		
Confucius	Apr 30	Chl. str		Rowse	P. Conklin		
Cricket	June 1	A. str.	81	McDonald			
Delacort	Aug 28	B. str.	114	Maddison	A. R. Tilby and Co	Tug	
Emperor	Apr 30	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str	107	Draper	H. Fogg and Co		
Express	May 4	B. str.	290	Castilla	Jardine, Matheson and Co	H'kow & Ports	10th inst
Fah-kien	May 2	B. str.	923	Johnson	Russell and Co	Hongkong	6th inst
Fei-Yuen	Apr 26	B. str.	2000	McQueen	Dent and Co	H'kow & Ports	6th inst
Hoqueng	May 5	A. str	1330	Johnson	Russell and Co		
Island Queen	Mar 22	B. str	120	Sutherland	F. R. Gaswell	Ningpo	9th inst
Little Orphan	June 3	A. str	160	Bunting	Augustine Heard and Co		
London	Apr 23	B. str.	435	Hinnte	Byrne and Co		
Louisa	Dec 19	A. str	80	Pearson			
Maria	May 2	B. str.	114	Tuschau	H. Leighton and Co	Ningpo, P'chau	To-day.
Martin White				Parkes	A. L. Freeman	Tug	
Nepaul	May 4	B. str.	511	Wilkinson	E. Warden, Agent P. and O. Co.		
Payaan	Apr 16	B. str.					
Pluto	Apr 22	C. str.			P. Conklin		
Postung	Mar 30	B. str	512	Burmester	Byrne and Co		
Powerful	Dec 19	Ha. str	50	Koch	Wm. Pustau and Co		
Robert Lowe	Apr 23	B. str	1277	Congleton	Lindsay and Co	H'kow & Ports	To-day
Rona	May 2	B. str.	784	Hutchinson	Jardine, Matheson and Co	H'kow & Ports	4th inst
Rose	June 20	A. str					
Sea King	Apr 28	B. str	739	Penil	Chapman, King and Co	H'kow & Ports	10th inst
St. Theodosius	Sept 21	Ross str	312	Stenross	N. Peterovshine and Co		
Syrene	May 20	B. str			J. H. Wignall and Co		
Sze-chuen	May 2	A. str.	547	Spencer	Russell and Co	H'kow & Ports	6th inst
Tah-wah	Feb 15	A. str.	143	Lovett			
Ta-kiang	May 3	A. str.	609	Blanchard	Olyphant and Co	H'kow & Ports	Early
Ta-Yung	Jan 1	B. str	131		Shaw, Brothers and Co	Twp	
Titan		B. str		Cockeram	W. R. Adamson and Co	Tug	
Tsetlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Viola	May 3	B. str.	684	Hooper	Jardine, Matheson and Co	Yokohama	1mdt
Vulcan	May 3	B. str.		Bonker	Lindsay and Co		
Waratah	Feb 9	B. str.	256	Harris	Moses and Co		
Willamette	May 5	Chl. str			P. Conklin		
Wokee	May 4	B. str	411	Oakney	Dowand Co	Ningpo	To-day

41 *Merchant Steamers.*

MERCHANT VESSELS.

Vessels.	Date of Arrival.	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
Albatros	May 1	Ha. bk	350	Kaempffer	Bourjau, Hubener and Co		
Alice	Apr 16	A. schr	189	Windling	H. Fogg and Co	San Francisco	11th inst
Anita	Apr 1	B. bark	345	Williams	Olyphant and Co	New York	Early
Argonaut	May 3	Du. bk	351	Dreyer	T. Kroos and Co		
Ariadne	Apr 27	Ha. sch	300	Niemeyer	Wm. Pustau and Co		
Australia	Mar 20	Old. bk	656	Reimers	Bower, Hanbury and Co	Liverpool	1mdt.
Bedfordshire	Apr 16	B. bark	395		Dow and Co	Fuchau	To-day
Bengal	Apr 18	A. ship		Melville	Trautmann and Co		
Beth Shan	Apr 19	B. bark	357	Seeley	Russell and Co	New York	1mdt
Beth Shan	May 4	B. ship	680	Armstong	Order		
Bhotan	Apr 18	Da. bg	307	Jaspersen	Wm. Pustau and Co	Hongkong	old 6 inst
Bonito	Apr 27	B. schr	150		Oxford and Co	Yokohama	To-day
Brandenburg	Apr 23	Fr. str	1111	Boswell	Russell and Co		
Bride of the Seas	Apr 19	B. bark	399	Donald	Dow and Co	Fuchau	To-day
Brockhem	Apr 26	B. ship		Williams	Smith, Kennedy and Co		
Canvas Back	Apr 15	B. ship	670	Gunderson	Todd and Co		
Carl	Apr 21	Ha. bk	376	Huer	Siemssen and Co	Newchwang	To-day
Catalpa	Apr 23	A. bark	266	Stevens	Allen and Co	Montreal	old 6 inst
Challenger	Apr 4	B. ship	906	Macey	Lindsay and Co	H'kow & Ports	10th inst
Chusan	Apr 26	Ha. sch	290	Mengner	Siemssen and Co		
Corinna	Apr 21	B. ship	553	Halstead	Olyphant and Co		
Courtois	Apr 27	Fr. sch	300	Niemeyer	Oxford and Co		
Courier	Apr 23	B. bark	361	Le Gues	Geo. Barnet and Co	Chefoo	old 6 inst
Crow	Apr 28						
Cyclone	Apr 11	B. ship	594	Hossack	Gibb, Livingston and Co	Liverpool	Early
D. Jex	May 4	B. bark	400	Golde	Frazer and Co		
Dirota	Feb 8	B. ship	699	Hodgate			
Elizabeth Nicholson	Mar 24	B. ship	904	Kwatt	Hogg Brothers	Liverpool	Early
Eliza Shaw	Mar 19	B. ship	696	Steele	Shaw, Brothers and Co	London	Early
Emily	Apr 16	Ha. bk	325	Barchman	Frazer and Co	Chefoo	old 8 inst
Esk	Mar 17	B. bark	490	Irvlog	All-dinbhoy Habibhoy	Liverpool	Early
Fanny	Apr 19	B. bark	299	Wilson	Hogg Brothers		
G. C. Lorenz Myer	Apr 22	Ha. bk	272	Moller	Russell and Co	Hongkong	1mdt.
Garland	Nov. 9	A. schr	113	Coster	Master	Nagasaki	old 30 ult
General Morgan	Aug 25	A. schr	138	Phillips	Frazer and Co		
George Becker	May 5	A. bark		Bennek	Oxford and Co		
Georges	Apr 22						
Georgiana	July 28	Fr. ship	466		Trautmann and Co	Coal Hulk	
Gitana	Apr 28	B. schr	103	Dugdale	Newbery, Elliot and Co	Chefoo & T'sin	1mdt
Gleam	Apr 23	B. bark	291	Cameron	Fletcher and Co		
Gondola	Apr 26	B. ship	700	Kelley	Wm. Pustau and Co		
Gottengen							
Guinevere	Apr 13	B. ship		Gunderson	Jardine, Matheson and Co		
Ham et	Apr 22	Ha. bk	370		Siemssen and Co	Chefoo	Early
Helvellyn	Mar 30	B. ship	1000	Dallason	Jardine, Matheson and Co	Liverpool	Early
Hero	Feb 9	B. brig	171	Brodhurst	Allen and Co		
Hiawatha	Apr 20	A. bark	381	Ryder	Angel and Co		
Knight Templar	May 2	B. ship	1071	Spark	Hogg Brothers		
Kwod-sun-mall	Mar 28	Jap. bk	378	Tanomaguto	Order		
Kenpaku	Mar 17	B. bark	230	Gorge	Dow and Co	London	old 5 inst
Keoka	Nov 20	A. schr	247	Cavanagh	H. Fogg and Co		
Kingsan	Apr 15	A. ship	470	Wills	Frazer and Co		
Magenta	Aug 19	B. ship	826	Janvrin	Russell and Co		
Maria	May 1	Da. bk	304	Lorenzen	Olyphant and Co	Newchwang	Early
Mathilda	Apr 28	Da. bg	250	Gossan	Siemssen and Co		
Mathilde	Apr 21	Ha. bk	231		Wm. Pustau and Co	Newchwang	Early
Melbourne	Aug 29	B. bark	524	Lawrence	Shaw, Brothers and Co	Coal Hulk	
Memnon	Apr 1	A. ship	1200		Olyphant and Co	Victoria V. I.	Early
New York	Apr 20	B. bark	536	Wright	Harbor Master		
Ngapuhi	May 9	B. ship	513		H. I. M.'s Customs	Hulk	
Nimrod	Mar 3	B. bark	262		Gibb, Livingston and Co		
Northern Crown	Apr 16	B. brig	200	Saunders	Olyphant and Co	Nagasaki	9th inst
Peiyang	Apr 19	A. str	837	Bryant	Jardine, Matheson and Co	Newchwang	6th inst
Perilless	May 2	B. ship	841	Major		Liverpool	Early
Philip'i	Aug 10	A. bark	293	Oakman			
Pons Ælie	Aug 20	B. bark	198	Brachebole	A. R. Tilby and Co	Coal Hulk	
Prospero	Apr 22	Mk. bg	300	Schultz	Order		
Relaxe	Apr 21	B. ship	1035	Lowther	Smith, Kennedy and Co	Liverpool	Early
Rifle	Apr 27	B. bark	325	Elliot	Chapman, King Co	Nagasaki	5a-day
Rona					F. R. Gaswell	Coal Hulk	
St. Paul	Apr 18	A. ship	1000	Crowell	Olyphant and Co		
Samuel Russell	Dec 5	A. ship		Winchell	Olyphant and Co	Hongkong	Early
Samuel Stoddard	Aug 22	A. ship			Reid and Co	Coal Hulk	
Sarah Newman	Apr 21	A. ship	906	Cobb	Augustine Heard and Co	Fuchau	old 6 inst
Sebastopool	Mar 16	B. ship	934	Lowther	Bourjau, Hubener and Co		
Silver Eagle	May 3	B. ship	907	Longmeu	Dow and Co		
Star King	Apr 28	A. bark	423	Smith	Angel and Co		
Surry	May 1	B. ship	1039	Durrant	Oxford and Co		
Susanna	Apr 4	Da. bg	220	Hansen	Bourjau, Hubener and Co		
Tehapoa	Aug 19	Fr. bg	148		Vaucher Frères		
Thomas Hall	May 5	B. ship	828	Grayjer	Turner and Co		
Tinghoe	Feb 19	B. schr	114	Hornskopp	Brucker and Co		
Unrivalled	Feb 24	B. ship	813	Barr	Smith, Kennedy and Co	Liverpool	Early
Vahlgese	May 5	Pru. bk	199	Thornberry	Oxford and Co		
Warwick Castle	Apr 26	B. ship	1070	Steel	Hogg Brothers	Liverpool	Early
Western Continent	Feb 24	A. ship	1260	Lull	Olyphant and Co		

86 *Merchant Vessels.*)

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EXPORT OF TEA FROM SHANGHAI,

IN PICULS.

From Returns Office, Maritime Customs.

EXPORT of TEA from SHANGHAI to GREAT BRITAIN *direct from June 1st 1863 to date.*

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total as per last Report			306153.62	984.56	1703.93	271.46	13036.42	322149.99	6719.14	.....	16226.33	8040.73	116.10	2227.65	4805.74	13609.96	51745.65
May Flower	April 30	Liverpool	102.86	.....	.....	.....	.....	102.86	.....	.....	.....	.....	.....	.....	.....	.....	.....
Neville	May 2	"	359.81	.....	.....	.....	.....	359.81	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keepsake	" 5	London.	747.54	.....	.....	.....	1124.46	1872.00	.....	.....	659.67	257.05	.....	87.27	144 06	449.58	1697.63
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piculs			307363.83	984.56	1703.93	271.46	14160.88	324484.66	6719.14	.....	16886.00	8297.78	116.10	2314.92	4949 80	14059.54	53443.28

HONGKONG AND COAST PORTS.

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total as per last Report			3737.13	.....	.....	184.89	20415.02	24337.04	1083.52	389.25(leaf)	2264.50	5322.08	16.40	475.56	13.52	32.83	9597.66
Azof	May 3	Hongkong	.....	.....	.....	.....	.....	.....	.....	.....	.....	281.26	.....	.....	.....	.....	281.26
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piculs			3737.13	.....	.....	184.89	20415.02	24337.04	1083.52	389.25(leaf)	2264.50	5603.34	16.40	475.56	13.52	32.83	9878.92

UNITED STATES.

Ship.	*Cleared*	*Destination.*	*Congou*	*Souchong*	*Oolung*	*Flowery Pekoe.*	*Brick*	*Total Black*	*Japan Unclassed*	*Sorts*	*Young Hyson.*	*Hyson*	*Hyson Skin.*	*Twankay*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total as per last Report			86.90	171.13	1666.43	.....	.....	1924.46	4270.90	.....	37447.63	9506.94	560.75	4325.01	7705.29	8452.41	72268.93
Azof	May 3	New York.	.....	.....	.....	.....	.....	.....	345.19	.....	2087.03	372.87	.....	349.55	299.91	262.69	3717.24
			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piculs			86.90	171.13	1666.43	.....	.....	1924.46	4616.09	.....	39534.66	9879.81	560.75	4674.56	8005.20	8715.10	75986.17

MONTREAL.

	Congou.	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total Export of Tea from June 1st 1863 to June 30th 1863	.....	.....	.....	.....	.....	.....	.....	.....	1967.99	437.36	.....	394.54	383.48	1,033.87	4,169.24
Total from 1st Jan. 1864 as per last Report	636.87	606.05	679.03	.....	.....	1921.95	553.16	.....	8614.89	641.79	119.96	1,313.12	1,291,74	2,979.76	15,514.42
Piculs	636.87	606.05	679.03	.....	.....	1,921.95	553.16	.....	10,582.88	1,079.15	119.96	1,662.66	1,672.22	4,013.63	19,683.66

INDIA.

Ship.	*Cleared.*	*Destination.*	*Congou*	*Souchong.*	*Oolung*	*Flowery Pekoe.*	*Brick*	*Total Black*	*Japan Unclassed.*	*Sorts*	*Young Hyson.*	*Hyson*	*Hyson Skin.*	*Twankay*	*Imperial*	*Gun Powder*	*Total Green*
Vanguard, ...	Jan 13	Bombay	1.00	.....	.....	.....	.....	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....

CAPE OF GOOD HOPE.

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Rajah	April 26	Cape Town	125.93	.....	.....	.....	.....	125.93	.....	.....	.....	.....	.....	.....	.....	.....	.....

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